

Metropolitan Washington Air Quality Committee
Suite 300, 777 North Capitol Street, N.E., Washington, D.C. 20002-4239
(202) 962-3200 Fax (202) 962-3203

DRAFT MINUTES OF May 21, 2014 MEETING

Attendance:

Members and Alternates

George "Tad" Aburn, Maryland Department of the Environment (MDE)
Cecily Beall, District of Columbia, Dept. of Environment
Tom Ballou, Virginia Department of Environmental Quality (VDEQ)
Rick Canizales, Prince William County
Hon. John Cook, Board of Supervisors, Fairfax County
Stan Edwards, Montgomery County (via phone)
Jason Groth, Charles County
Patricia Haddon, Calvert County (via phone)
Rene'e Hamilton, Virginia Department of Transportation
Dawn Hawkins-Nixon, Prince George's County (via phone)
Hon. Konrad Herling, City Councilmember, Greenbelt
Andrew Kambour, Chair, ACPAC
Hon. Redella "Del" Pepper, Council Member, City of Alexandria
Nicole Rentz, alternate for DC Councilmember Mary Cheh
Howard Simons, Maryland Department of Transportation
Hon. Linda Smyth, Fairfax County (via phone)
Hon. David Snyder, City of Falls Church
Kanti Srikanth, Virginia Department of Transportation
Ram Tangirala, District of Columbia Department of the Environment

Other Attendees

Janet Phoenix, George Washington University
Maria Sinner, VDOT
Stewart Schwartz, Coalition for Smarter Growth
James Banks, for Councilmember David Grosso, District of Columbia
Jessica Daniels, District of Columbia Department of the Environment
John Vihstadt, Arlington County

Staff

Leah Boggs, COG/DEP
Amanda Campbell, COG/DEP
Maia Davis, COG/DEP
Jennifer Desimone, COG/DEP
Jeff King, COG/DEP
Sunil Kumar, COG/DEP
Eulalie Lucas, COG/DTP
Jane Posey, COG/DTP
Isabel Ricker, COG/DEP
Steve Walz, COG/DEP

1. Public Comment Period, Approval of Minutes, Chair's Remarks

Chair Snyder called the meeting to order at 10:14am.

Public comment: Stewart Schwartz from the Coalition for Smarter Growth circulated a letter from 25 environmental, health, and transportation organizations to the Transportation Planning Board (TPB) recommending that TPB take action to align the Constrained Long Range Transportation Plan with climate change goals. Mr. Schwartz said that the CLRP indicates that greenhouse gas emissions will rise even though vehicle miles traveled per person is remaining flat. The downtown core and the Chesapeake Bay are at risk from climate change. More support is needed to help shift transportation towards alternative modes (as in the District of Columbia, Arlington, and Bethesda) and meet Region Forward targets, climate goals and air quality goals.

The minutes from the February 26, 2014 meeting were approved with no changes. The agenda was approved except that the timing of action items was changed to wait for a quorum.

2. Committee Reports

Technical Advisory Committee (TAC), Tad Aburn, MDE

At TAC's last meeting on May 13, 2014, members heard an update on the 2017 milestone year emissions inventory development for the Reasonable Further Progress plan. Members were briefed on EPA's scientific panel recommendations regarding ozone standard revisions. TAC heard a presentation on the strong relationship between ozone levels and hospital admissions and acute care visits in Washington, DC.

Air and Climate Public Advisory Committee (ACPAC), Andrew Kambour, Chair

ACPAC met three times since the last MWAQC meeting. ACPAC developed a comment letter on how local governments can utilize the Gold Book as a resource. ACPAC heard presentations on rail transportation emissions and the American Lung Association State of the Air Report. The committee also heard updates on the health impacts of ground level ozone and the Cross-State Air Pollution Rule decision.

Clean Air Partners, Jennifer Desimone, Acting Managing Director

CAP conducted outreach at many local events throughout the Baltimore-Washington region in recent weeks. CAP recognized winners of the Infographics Challenge, Science Fairs, and Poster Contest at the Annual Celebration held May 14th.

3. Briefing from Clean Air Scientific Advisory Committee Meeting, Tom Ballou, Virginia Department of Environmental Quality

The Clean Air Scientific Advisory Committee (CASAC) Ozone Panel met on March 25-27th and reviewed research on the threat of ozone to health and vegetation, reviewed public comments, and held discussions. Materials from the CASAC meeting are available at [this link](#).

Public comments from environmental groups generally advocated for adequate protection for at-risk populations. Industry groups felt that EPA should retain the current 75 ppb standard due to the uncertainty of benefits and the high costs involved. Mr. Ballou explained that the Clean Air Act does not allow for the consideration of costs. In addition industry groups pointed out the importance of background ozone that is transported from other regions including internationally.

The CASAC consensus was that current standards are not adequately protective of health and welfare. The group agreed that clear adverse health impacts emerge at 70 ppb.

In regards to the Primary ozone Standard, the committee recommended retaining the current 3-year average of 4th highest design value and is considering revising the level to within the range of 60 to 70 ppb.

For the Secondary Standard the committee recommended adopting the W126 cumulative seasonal index averaged over 3 years as the new form for this standard, and setting the level to a range of 17 to 7 parts per million-hours.

While submitting recommendations to EPA, the panel raised two issues of concern: high background levels of ozone (especially in the Western US), and international transport of ozone. Mr. Ballou explained that in the Mid-Atlantic region, 40-60% of ozone may originate from natural and transported sources.

Recommendations should be finalized soon. EPA expects to issue the proposed rule in December, 2014.

4. Health Effects of Ground-Level Ozone on the Washington Region's Residents, Janet Phoenix, George Washington University, School of Public Health and Health Services

Dr. Phoenix asserted that ozone creates health impacts even at 60 ppb, especially for vulnerable populations like children and adults with preexisting conditions. Dr. Phoenix conducts asthma home visits with children in the District of Columbia and sees the effects first-hand. Air pollution creates costs for the environment, health, and local jurisdictions. The District of Columbia has a higher rate of asthma than the US average: in 2010, the District's asthma rate in children was 18% while the national average was around 8%. In adults, the D.C. asthma rate was about 2% higher than the national rate. Additionally, the 2009 asthma hospitalization rate in D.C. was 21.5 per 10,000 people ages 5 to 64 compared to a national rate of 11.1.

Dr. Phoenix cautioned that it is important to find ways of taking into account the vulnerable populations when rulemaking for the general population. Children are more vulnerable to air pollution for physical and behavioral reasons. Ozone, mobile emissions, and indoor air pollution exacerbate asthma. The urban poor sometimes suffer disproportionately from poor air quality due to contaminants and poor housing conditions. Ozone directly damages lung tissue and can cause permanent scarring and reduction in lung capacity over time.

Dr. Phoenix emphasized the granular geography of health impacts: central and southern areas of the District of Columbia experience much higher rates of asthma emergency room visits than northern and western areas. Low-lying areas in the city, which contain some of the poorest residents, also contain highway traffic and tend to have the conditions ripe for ozone formation.

Chair Snyder thanked Dr. Phoenix for her presentation and said that the committee may invite her back to provide more information on this important topic.

5. FY15 Work Program and Budget, Jennifer Desimone, COG Environmental Programs

Ms. Desimone said that the FY15 Work Program & Budget was developed through multiple meetings and conference calls from December 2013 to May. The transportation funding was approved in March but will not be officially allocated until September or October. The budget contains funding for a special project funded by Maryland Department of the Environment which is included in Appendix A, called "Evaluation and Consideration of Innovative and Non-Regulatory Initiatives Designed to Expedite or Enhance Attainment and Maintenance of Air Quality Goals."

The Core Program consists of planning for ozone control measures to meet the 2008 federal ozone standard, reviewing the transportation conformity analyses for ozone, fine particles, and carbon monoxide, as well as public participation, meeting support, and program administration. The total proposed budget is \$523,616, with equal parts drawn from the Transportation Planning Board funds, State Air Agencies, and COG local jurisdiction contributions.

Mr. Walz clarified that it was an administrative decision to move the MDE project to the Appendix to avoid complications with MWAQC by-laws.

Chair Snyder added that there were a minor revisions proposed by the Budget Committee. The FY15 Work Program and Budget passed unanimously with the caveat that additional revisions would be made and presented to the Executive Committee for final approval. Chair Snyder said that he is excited about the Work Program because it will help the region achieve compliance and address the issues Dr. Phoenix raised.

6. 2011 Base Year Ozone Emissions Inventory, Sunil Kumar, COG Environmental Programs

Mr. Kumar stated that the Washington region is classified as Marginal nonattainment for ozone, with an attainment deadline of December 31, 2015. Marginal ozone regions must submit a comprehensive Base Year emissions inventory to EPA by July 20, 2014. The base year for the analysis is 2011.

Inventoried emissions come from four major source types: point, area, nonroad and onroad. The inventory contains emissions from January to December 2011, and analyzes the average ozone season emissions from May to September. The inventory examined multiple pollutants. Mr. Kumar described the emissions by source for volatile organic compounds (VOCs) and nitrogen oxides (NO_x). Area sources contribute the largest share of VOCs and onroad emissions constitute the largest share of NO_x.

After MWAQC gives preliminary approval to the Base Year 2011 Emissions Inventory, MWAQC-TAC and MWAQC Executive Committee will review and approve the inventory once more by July 9th to allow State air agencies time to approve and submit the inventory to EPA by July 20th.

Chair Snyder called for approval of the Base Year 2011 Emissions Inventory. It passed unanimously.

7. Update: Supreme Court Decision on Cross State Air Pollution Rule (CSAPR), Sunil Kumar, COG Environmental Programs

Mr. Kumar said that a handout describes the latest update on CSAPR. The Supreme Court reversed the lower court's ruling to vacate CSAPR, allowing the rule to stand. The implications of the ruling are not yet clear due to a number of factors: the rule is based on outdated inventories, passed deadlines, and older ozone and fine particle standards. Furthermore, CSAPR emission reductions have already occurred due to fuel switching and other measures. Also under question is how EPA may integrate CSAPR with other cross-state rules under development. Additional legal actions may continue to play out over the coming months.

8. State and Local Air Reports

Virginia

Mr. Ballou reported that Virginia is working on decommissioning of stage two requirements in the SIP. The final approval on the regional haze program report showed significant reductions in SO₂ and NO_x in Virginia and other states. The monitoring network is up for public comment. Lastly, Virginia contributed to a reduction in nonroad emissions in the baseline inventory due to Virginia Railway Express switching out older engines for cleaner ones.

Maryland

Mr. Aburn said that Maryland is developing legislation to regulate power plant emissions and uncontrolled diesel generator emissions in the Baltimore-Washington area. Maryland is also working on electric vehicle charging station installation incentives for service stations. Maryland is participating in an 8 state memorandum of understanding to build zero emission vehicle infrastructure on the I95 corridor.

District of Columbia

Cecily Beall reported that the District of Columbia held several public hearings on the Ozone Base Year Inventory, and for the Infrastructure State Improvement Plans for ozone, SO₂ and NO₂. The Sierra Club submitted comments on the ozone and SO₂ plans.

9. Set Date for Next Meeting, Adjourn

Mr. Walz noted the linkages with MWAQC work and the CEEPC Action Plan, the Gold Book, and overlap with transportation issues. Chair Snyder said that the Gold Book can help the region achieve its goals, and requested more information on the special MDE project. Chair Snyder also suggested that the next meeting could address ways of communicating what we do to the public in an understandable way. Chair Snyder again welcomed new members and thanked everyone for their work.

The next meeting date is July 31st, 2014.