

MWAQC Technical Advisory Committee
Meeting Summary
February 13, 2024, 10 AM to 11:45 AM

Present:

Roger Thunell, Maryland Department of the Environment
Catherine Salarano, Maryland Department of the Environment
Chris Voigt, Virginia Department of Transportation
Danielle Simms, Virginia Department of Environmental Quality
Felip Ip, City of Alexandria
Gwendoline McCrea, Virginia Department of Environmental Quality
Jim Ponticello, Virginia Department of Transportation
Joseph Jakuta, District Department of Energy & Environment
Malcolm Watson, Fairfax County Department of Transportation
Marcia Ways, Maryland Department of the Environment
Melissa Atwood, City of Alexandria
Ram Tangirala, District Department of Energy & Environment
Richard Dooley, Arlington County
Sophia Cortazzo, Maryland Department of Transportation
Sonya Lewis-Cheatham, Virginia Department of Environmental Quality
Thatch Gerike, District Department of Energy & Environment
Thomas Foster, Virginia Department of Environmental Quality
Tom Ballou, Virginia Department of Environmental Quality
Virginia Burke, Maryland Department of Transportation
Ephraim Milton, City of Denver
Bill Oberman, City of Denver

Staff:

Sunil Kumar, COG/DEP
Brian LeCouteur, COG/DEP
Alissa Boggs, COG/DEP
Dusan Vuksan, COG/DTP
Erin Morrow, COG/DTP
Jane Posey, COG/DTP
Jeff King, COG/DEP
Jinchul Park, COG/DTP
Kelsey Boatright, COG/DEP
Leah Boggs, COG/DEP
Mark Moran, COG/DTP
Robert Christopher, COG/DEP
Tim Masters, COGDEP
Wanda Owens, COG/DTP

1. Call to Order and Review of Meeting Summary

Roger Thunell called the meeting to order at 10 AM. The January 9th meeting summary was approved without any changes.

2. Status of Exceptional Events

State air agencies of the District and Maryland provided the status of their requests to EPA to grant exceptional exemption for high ozone days in 2023. Maryland does not plan to submit the waiver request for the Washington region for either ozone or PM2.5. The District's ozone data waiver request was undergoing public comment process at the time of this meeting. The District does not need to submit such request for PM2.5 as data is regulatorily not significant. As of now,

Virginia doesn't need to request this exemption.

3. Denver's "Love My Air" Program

City of Denver staff briefed members on Denver's "Love My Air" program, which could be considered as a model program by EPA. The program employs a sensor network that monitors air quality at several schools and was co-developed with community members. It pairs monitoring with educational programming, provides real-time air quality information, and has partnerships with Denver agencies and community organizations. The program places significant emphasis on outreach, education, and engagement with public schools, local community groups, and local clinics. It also communicates through social media and provides teacher training and develops curriculum.

4. CPRG Update

Kelsey Boatright discussed a recap of the PCAP process, measures, stakeholder engagement, community engagement plan, timeline, and next steps. She discussed the identification of LIDACs in the metro Washington region using education, economy, and employment-based criteria. She discussed Community LIDAC Priorities such as, air and water quality, greenspace availability, quality of life, community engagement and empowerment, creating employment opportunities and workforce development, access to infrastructure, food security, non-care travel options, reducing waste, affordable housing near transit, energy efficiency, and inclusive energy transition.

Ongoing activities are LIDAC engagement survey, LIDAC and community engagement plan, and tribal engagement plan. COG's PCAP measures list includes buildings and clean energy, transportation, waste, and land use. PCAP cross-cutting themes include providing education, marketing and outreach, and real-time data to accelerate the deployment of GHG reduction technologies, facilitate behavior changes, and to increase participation in climate and energy programs, build on existing or develop new programs to provide training, paid internships, and job opportunities for a clean energy workforce, deploy shared resources and funding through a centralized program for implementation ready projects such as for Institutional Buildings (e.g., municipal buildings, universities, schools, and hospitals) or to accelerate climate action for a set list of climate actions and technologies that benefit multiple jurisdictions, actions supporting clean energy financing, and incentives to increase clean energy, energy efficiency, and electrification, such as Green Banks, green financing, interest rate buy downs, and revolving loan fund (e.g., green bonds, clean energy loans), ESPCS, as well as grants and rebates.

Plans for CCAP Engagement include stakeholder engagement in 2024-2025

- Kick off for CCAP in Spring
- Virtual and in-person listening sessions
- Continue engagement with local utilities, agencies, community-based organizations, tribal communities, climate and energy non-governmental organizations, educational institutions, etc.
- Plan to hear more diverse and comprehensive perspectives across the region
- Connect shared interests and projects

5. Update On Tree Canopy Goals Recommendation

Jeff King briefed members on the tree canopy goals recommendation. MWAQC has a local government initiative subcommittee that developed a list of local voluntary measures as part of the 1997 ozone standard attainment plan development process in 2004-2005. As part of that effort, an urban heat island tree canopy measure was included. The Washington region adopted a climate change report in 2008 which had a tree canopy component in it. CEEPC adopted a three-year climate action plan in 2010 to implement the recommendation in the above report. To help MWAQC and CEEPC, an ad-hoc regional tree canopy workgroup was established to develop local tree canopy measures, which developed a regional tree canopy strategy in 2018. COG Board established a regional tree canopy subcommittee under CEEPC in 2019. The first effort of

that group was to develop the resource guide (best practices) on tree and urban forestry conservation. The subcommittee also developed tree canopy goals and action plans. The subcommittee is comprised mainly of local and state foresters. Brian LeCouteur and Jeff King at COG were involved in that group. The subcommittee developed a goal to have at least 50% canopy coverage over the entire COG region based on the COG Board resolution. There is a recognition that urban areas may not have space to meet that goal, but urban tree planting and conservation could still be taken up. Rural areas are better positioned to do that. Setting goals is very useful in driving the program.

6. Status Of REVII Strategy

Robert Christopher briefed members on draft results of the Regional Electric Infrastructure Implementation Strategy Project, which is being developed to support state and local governments as they prioritize locations for publicly accessible electric vehicle (EV) infrastructure deployment. The strategy will identify priority locations for a regional network of chargers to support the shift of the private light-duty vehicle fleet to EVs. The strategy is being developed by the National Capital Region Transportation Planning Board's (TPB) on-call consultant, ICF, and funded through the TPB's Unified Planning Work Program (UPWP) Technical Assistance Program.

Light-duty electric vehicle registration projections for 2030, 2035, and 2045 by county and region are being utilized in three scenarios (low, medium, and high) to plan for light-duty electric vehicle charging station demand.

A light-duty electric vehicle charging station deployment location recommendations map will be developed. Three scenarios for different priorities will be looked into to help jurisdictions identify and prioritize parcels for light-duty electric vehicle charging station installations.

The following scenarios are being considered.

Low: Growth rate informed by historical vehicle registration data and knowledge of the

- jurisdiction, serves as a conservative estimate.
- Medium: Average of low and high scenarios.
- High: Jurisdiction's proportion of state or district ZEV adoption goals; Advanced Clean Cars adoption; subsequent goal of 80% EVs by 2045. This scenario serves as the maximum potential for EV adoption.

It is assumed that the maximum capacity the electric grid can handle is approximately 80% market saturation.

7. TPB's Transition Effort to MOVES4

Dusan Vuksan briefed on TPB's plans to use MOVES4 for the upcoming Visualize 2050 Air Quality Conformity and GG analyses. He discussed the main differences between EPA's MOVES3 and MOVES4 models, including preliminary sensitivity analysis results between the two models. At the regional level, COG's MOVES4 sensitivity results are in line with those conducted by the EPA at the national level. MOVES4 estimates greater NOx reductions over time compared to MOVES3 due to the phase-in of the heavy-duty vehicle NOx rule. Light-duty vehicles are the highest contributors to VOC emissions in both models. Light-duty vehicles account for the majority of GHG decreases in MOVES4, especially in later years.

8. Announcement Of 2024 MWAQC-TAC Stakeholder

MWAQC-TAC Chair announced that Mr. Antoine Thompson of Greater Washington Region Clean Cities Coalition (GWRCCC) will join the sub-committee as a stakeholder for 2024.