

Metropolitan Washington Air Quality Committee
Suite 300, 777 North Capitol Street, N.E., Washington, D.C. 20002-4239
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DRAFT MINUTES OF OCTOBER 24, 2007 MEETING

Attendance:

Members and Alternates

Tad Aburn, Maryland Department of the Environment
Cecily Beall, District of Columbia Department of Environment
Hon. John Britton, City of Rockville
Hon. Sharon Bulova, Fairfax County
Del. Adam Ebbin, Virginia General Assembly
Jill Engel-Cox, JCET/AQPAC
Hon. Paul Ferguson, Arlington County
Hon. Nancy Floreen, Montgomery County, MWAQC Chair
Maurice Keys, District Department of Transportation
Hon. Leta Mach, City of Greenbelt
Hon. Phil Mendelson, District of Columbia
Hon. Redella Pepper, City of Alexandria
Howard Simons, Maryland Department of Transportation
Hon. Dave Snyder, City of Falls Church
JoAnne Sorenson, Virginia Department of Transportation
Sen. Mary Margaret Whipple, Virginia
Hon. Patrice Winter, City of Fairfax

Others Present:

Charley Baummer, Metropolitan Washington Airports Authority
Tom Biesiadny, Fairfax County Department of Transportation
Bill Butler, Mirant
Randy Carroll, Maryland Department of the Environment
Julie Crenshaw Van Fleet, AQPAC
Bhesh Dhamala, Fairfax County
George Gurley, Urban Protectors
A. Bernard Jones, Advisor for Urban Protectors
Rodney Livingston, DICEE
Doris McLeod, Virginia Department of Environmental Quality
Bob Owolabi, Fairfax County Department of Transportation
Pam Parker, Montgomery County Department of the Environment
Kanti Srikanth, Virginia Department of Transportation
Deanne Upson, Horne International
Harriet West, Clean Air Partners

Staff:

Mike Clifford, COG/DTP
Stuart Freudberg, COG/DEP

Jeff King, COG/DEP
Sunil Kumar, COG/DEP
Eulalie Lucas, COG/DTP
Joan Rohlf, COG/DEP

1. Call to Order, Public Comment Period, Approval of Minutes, Announcements

Chair Floreen called the meeting to order at 12:00 p.m.

There were three public comments. Mr. Livingston offered several observations and suggestions. He said more than three minutes are needed for public comments. He said that AQPAC meetings are deficient in that members aren't developing useful position documents to send to MWAQC for action. AQPAC is planning a meeting and the support documents are both lacking in quality and are not readily available to the public. The group has not been addressing important topics such as the recent code orange alerts and the air quality impacts of jurisdictions considering banning drive-thrus. The public meeting that is being planned should include William Grey from Colorado State as a panelist because he would be able to represent an opposing view. AQPAC should provide documents on zip drives and on web in advance of meetings so that attendees are able to review background material prior to the meeting. AQPAC should prepare an annual report. AQPAC meeting recordings should be made available to the public on the internet. He says AQPAC should encourage development and use of low-carbon fuel. He concluded by saying that not enough has been done to clean the air over the last decade, as shown for example by continued inefficient practices such as allowing supermarket refrigerators to be open to the air and inappropriate wardrobe choices in summer time requiring greater use of air conditioning.

Mr. Jones said that the SIP needs to include requirements for specific pollution control equipment for facilities in the region. His particular concern is with Pepco's Benning Road plant in the District. He suggested that more emission reductions are needed to protect public health and reduction requirements should be explicitly required in the SIP. Ms. Floreen asked that staff make sure that Mr. Jones receives the appropriate contacts within the DC government. Ms. Van Fleet said that this issue was also brought before AQPAC where members were generally supportive of the efforts of Urban Protectors on this issue.

Ms. Floreen called for a motion to approve the draft minutes of the July 25, 2007 meeting. A motion was made and seconded. The minutes were approved unanimously.

Several announcements were made. The Air Quality Public Advisory Committee is hosting an Air Quality Town Meeting next week on November 1, 5 pm – 7 pm. There is a flyer and an agenda in your materials today. The topic of the meeting is "Particle Pollution and Climate Change: Integrated Strategies." COG's 50th Anniversary Gala will be held on November 15 at 6:30. MWAQC will elect officers for 2008 at the December meeting. A nominating committee has been appointed, consisting of Linda Smyth, Phil Mendelson, and Roger Berliner.

Today's meeting is to discuss elements of the fine particle SIP ($PM_{2.5}$) that MWAQC agreed to prepare and submit to the States in time for EPA's April 5, 2008 deadline. As a reminder, the Washington region meets EPA's annual $PM_{2.5}$ standard, but MWAQC decided to prepare an attainment SIP instead of requesting redesignation to attainment for the standard. In making the

decision to prepare a SIP, MWAQC chose to be more aggressively protective of human health in the region.

Committee Reports

A. Report of the Technical Advisory Committee

Ms. Beall reported on the activities of the TAC. She referred members to the one page summary of relevant policy issues. The main focus of the TAC was to consider various components of the draft PM_{2.5} SIP, including emission inventory, attainment modeling, and control measures. MWAQC will receive a briefing on the SIP components today. The schedule calls for MWAQC to approve the draft SIP for public hearings in December.

B. Report of the Air Quality Public Advisory Committee

Ms. Engel-Cox, Chair of the Air Quality Public Advisory Committee (AQPAC), reported on recent AQPAC activities. AQPAC prepared a letter relating to the Benning Road Pepco Power Station, which is scheduled for closure in 2012. Residents near the plant have health concerns. AQPAC is seeking additional information about the plant. On November 1, AQPAC will host a Town Meeting focused on fine particle pollution and climate change. Mr. Snyder asked that information on the Town Meeting be made available on COG's website.

C. Report of the Clean Air Partners

Ms. Smyth reported on the activities of Clean Air Partners. This summer's successful public awareness campaign resulted in substantial traffic for the new web site and the number of participants receiving the air quality forecast more than doubled, from 500 to 1,200. The 2007 public awareness campaign included radio, print, and transit ads. The curriculum and outreach materials are being finalized by the contractor (Environmental Education Exchange) and will be completed in November. COG is in the process of awarding a contract for the part-time air quality curriculum/outreach coordinator. The Board approved the allocation of an additional \$15K for the auto parts washer rebate program, bringing to the total available for rebates to \$18,500. Since July, Clean Air Partners has been working with the Prince George's County Department of Environmental Resources on developing an air quality awareness survey for County employees. The Clean Air Teleworking initiative was approved in the FY 2008 Work Program and Budget, contingent on the availability of funding. The initiative includes two components – developing an on-line telework tool kit and conducting several pilots with employers to encourage employees to telework on poor air quality days (Code Orange and Code Red days). At the September 2007 meeting, the Board approved modifying the bylaws to include greenhouse gases to CAP public awareness and outreach efforts. Staff will be integrating messaging related to the environmental effects of greenhouse gases and climate change into Clean Air Partners' materials and making the connection that many of the voluntary actions related to reducing ground-level ozone and particle pollution, also reduce CO₂ emissions.

D. Report of the Interstate Air Quality Council (IAQC)

Ms. McLeod reported on the IAQC. A staff call is schedule for next week to arrange an IAQC meeting near the end of the year. The main items would be to discuss climate change initiatives and new motor vehicle emission budgets for the PM_{2.5} SIP.

E. Report of the Climate Change Steering Committee (CCSC)

Mr. Freudberg reported on two recent meetings of the CCSC. At its meeting on September 26, the CCSC voted to endorse provisions of the Senate energy bill, HR 6, including vehicle fuel economy standards (CAFÉ), energy efficiency block grants, renewable portfolio standards, and green collar jobs training. COG Board endorsed Climate Change Steering Committee's recommendations and a letter is being sent to the Washington Region's Congressional delegation. Staff presented a projected GHG emissions inventory for the Washington region for 2020 and 2030. CO₂ emissions are projected to increase 35% from 2005 to 2030 in the region. The CCSC also received a presentation from UMD professor Reid Ewing, "Evidence of Urban Development on Climate Change." Mr. Ewing said a 24% reduction in vehicle miles traveled results from more compact developments (Smart Growth). Mr. Freudberg agreed to provide members with a copy of a memorandum on this subject.

At its worksession on October 24, the CCSC focused on energy sector's contributions to greenhouse gas emissions in the Washington region. Presentations were given on three programs, including Energy Efficiency Partnership of Greater Washington, Virginia Tech's plan to pay for energy-efficiency retrofits at 100 properties in the Washington region announced last week, and Arlington County's Initiative to Reduce Emissions ("AIRE"). Representatives from the District also reported on the Sustainable Energy Utility Model, the District is considering the concept of nonprofit sustainable energy utility (SEU) similar to one created in Delaware. Ms. Floreen commented that the region may want to consider adopting the best aspects of a range of solutions such as those presented at the worksession.

3. PM_{2.5} SIP Schedule

Ms. Rohlfs said that MWAQC agreed in July to prepare an attainment plan to meet the PM_{2.5} standard even though monitoring data indicate that the region is already showing attainment. The draft SIP is being prepared. The emission inventories have been completed, which will also serve to establish new motor vehicle emission budgets. The attainment modeling has been completed and shows that the region is predicted to be in attainment of the standard by 2009. The deadline to meet the standard is April 2010.

The current plan is for MWAQC to approve a draft SIP for public comment in December. The SIP is being reviewed by the TAC. The states must submit the SIP to EPA by April 2008. The states will hold public hearings in January. MWAQC will meet early in March to approve the final SIP for submission to the states and to EPA. The IAQC will also review the SIP in December.

4. PM_{2.5} Emissions Inventories

Mr. Kumar reported on the PM_{2.5} emission inventory. The SIP must include a 2002 Base Year annual inventory as well as a 2009 Attainment Year annual inventory. The Base Year inventory must include emission values for PM₁₀, PM_{2.5} direct and the precursors NO_x, SO₂, VOCs, and ammonia. The Attainment Year inventories will include uncontrolled and controlled inventories for PM_{2.5} direct and those precursors determined to be significant, in this case, NO_x and SO₂. He reviewed the total emissions for each pollutant for each year by source. The largest sources are PM_{2.5}, NO_x, and SO₂ from point sources, and NO_x from on-road motor vehicles and nonroad sources. The only precursor with declining emissions between 2002 and 2009 is NO_x. SO₂ emissions decline significantly in 2010 when CAIR and HAA SO₂ requirements go into effect.

Mr. Kumar summarized the control programs that drive the reduction in NO_x emissions between 2002 and 2009. The primary control measures include the federal on-road motor vehicle (Tier 2 and Heavy Duty Diesel rules) and nonroad emission standards, and CAIR/HAA. Overall, the region is expected to attain the standard with NO_x reductions only. Mr. Aburn said that earlier programs adopted to address ozone have helped the region to begin to significantly address the PM_{2.5} problem. Significant SO₂ reductions won't be realized until 2010.

5. Attainment Modeling

Ms. McLeod provided an update on attainment modeling for the metropolitan Washington region. Virginia DEQ staff are handling the attainment modeling for the region. The modeling platform is the same one that was used for the 8-hour ozone SIP. The 2009 Attainment Year runs will take into account significant local NO_x reductions, as well as significant regional SO₂ reductions occurring in areas upwind of the region as a result of lower sulfur fuels. She provided a map of the monitoring network and a graph showing the predicted PM_{2.5} concentrations for a number of different modeling scenarios, including the 2002 base year and 2009 on-the-books (OTB) scenario. The 2009 OTB run shows that all of the monitors in the region will be below the annual PM_{2.5} NAAQS in 2009. VISTAS and Virginia DEQ modeling provided reasonably consistent results. The predicted monitored concentrations for 2009 are showing levels that match currently observed values, therefore it is believed that the modeling results are conservative. Virginia DEQ is in the process of preparing the modeling protocol, which is due to EPA by October 31. Virginia DEQ staff also recently attended an EPA conference to learn more about local area analysis modeling to address hotspot concerns. Given timing concerns, it is unlikely that local area modeling to address specific concerns can be completed and included in the SIP.

Ms. Pepper and Mr. Britton strongly support inclusion of local area analysis in the SIP. They noted two potential areas of concern -- the Potomac River and Benning Road power plants. Mr. Britton noted that the method used to reduce SO₂ at the Potomac River power plant may actually increase emissions of PM_{2.5}. He also said that due to opacity issues, there was a Consent Decree issued for a Constellation plant in Maryland that will now be required to install PM_{2.5} CEMs thereby providing better data on actual emissions.

Leta Mach asked that a note be added to the SIP to clarify the location of certain monitors in Maryland that may have been moved since the 2002 base year (i.e., Greenbelt/Ft Meade).

6. PM_{2.5} Control Measures, Contingency Measures

Mr. King provided an overview of the control measures included in the PM_{2.5} SIP. The most important measures are the Tier 2 motor vehicle standards, the NO_x SIP call, the Clean Air Interstate Rule (CAIR) and Healthy Air Act (HAA), the Heavy Duty Diesel Rule, the Nonroad Diesel Engines Rule. The main impact of these programs is that they are providing significant NO_x reductions between 2002 and 2009. SO₂ controls under CAIR/HAA take effect in 2010.

The control measures workgroup and the Technical Advisory Committee recommend that the SIP contain only the on-the-books (OTB) programs. The region is already showing attainment, and because the modeling shows that the region will be in attainment with only OTB measures, and given the short timeframe available to submit this SIP, there is no pressing need to adopt new beyond on-the-books measures at this time. It is proposed that local and state voluntary initiatives be included in the SIP as supplemental controls for no SIP credit. He provided a list of potential

local measures that will be considered for inclusion in the SIP. Local commitment letters will be needed to support inclusion of programs as supplemental measures. A motion was made and seconded to support inclusion of supplemental measures in the SIP. The motion was approved unanimously.

Mr. King discussed the contingency plan for the SIP. The method for calculating a contingency reduction target is different than the ozone SIP requirement. In this case, the proposal is that contingency reduction targets are needed only for those SIP pollutants for which emissions decrease between 2002 and 2009. The reduction target is the total 2002-2009 reduction divided by 7. Reductions must be realized no later than 2011. Based on this approach, staff determined that approximately 10,000 tons per year of NO_x reductions will be needed to meet the contingency plan requirements. SO₂ can be substituted for NO_x if needed. In the absence of EPA guidance, Virginia DEQ is reviewing modeling results to determine the appropriate substitution ratio.

The measures identified to provide for the contingency requirement are the Tier 2 motor vehicle standards and the Clean Air Interstate Rule (CAIR) and Healthy Air Act (HAA). A 2010 on-road motor vehicle emission budget may need to be established if the Tier 2 reductions are used as part of the contingency plan.

7. Ozone Season Summary

Jen Desimone provided a summary of the ozone season to-date. She provided a slide showing daily peak ozone concentrations. The first code orange day was on May 26. The first multiple day episode was at the end of May. June had two code orange days, with a maximum concentration of 100 ppb. July had three code orange days in July, with a maximum concentration of 95 ppb. There were six exceedance days in August, including a code red day on August 4, with a maximum concentration of 110 ppb. Conditions were right for ozone formation, including clear skies, light winds and very high temperatures. For the season there were 16 exceedance days. She provided a summary of all of the 8-hour ozone exceedance days, including information on the number of monitors exceeding and the maximum concentration.

The regional extent of unhealthy air has decreased. For half of the exceedance days, only one or two monitors registered an exceedance. Peak concentrations also decreasing, and there have been fewer multi-day episodes and the length of episodes has decreased. She provided a bar chart showing historical exceedances. Ms. Floreen asked why there were so few exceedances in 2003 and 2004. Ms. Desimone said that it was because of cool, wet summers.

For PM_{2.5}, as of September 30, there were 3 code orange days and 70 code yellow days. The highest concentration was 46 ug/m³ on August 7.

8. State Air Agency Reports

Mr. Aburn reported for Maryland. The adhesives rule and Clean Cars regulations are being finalized. Maryland held a stakeholder meeting on RGGI.

Ms. McLeod reported for Virginia. Recently, the Air Board upheld CAIR provisions that were reopened for public comment. Virginia DEQ is circulating the regional haze plan to federal land managers.

Ms. Beall reported for the District. The CAIR and OTC VOC regulations are being finalized for public comment. The District is also working on the regional haze SIP. The Clean Cars Bill is also pending in the Council.

9. Date for Next Meeting and Adjourn

The next meeting will take place on December 12, 2007. The meeting was adjourned at 2:00 pm.