

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 July 26, 2006 MEETING

Attendance:

Members and Alternates

Tad Aburn, Maryland Department of the Environment
Hon. John Britton, City of Rockville
Hon. Sharon Bulova, Fairfax County
Adam Ebbin, Virginia General Assembly
Jill Engel-Cox, JCET/AQPAC
Andrew Fellows, City of College Park
Hon. Paul Ferguson, Arlington County
Hon. Nancy Floreen, Montgomery County
Victoria Greenfield, Charles County
Maurice Keys, District of Columbia Department of Transportation
Hon. Leta Mach, Greenbelt City Council
Hon. Phil Mendelson, District of Columbia City Council, MWAQC Chair
Howard Simons, Maryland Department of Transportation
Hon. Linda Smyth, Fairfax County
Dave Snyder, City of Falls Church
JoAnne Sorenson, Virginia Department of Transportation
Jim Sydnor, Virginia Department of Environmental Quality
Stanley Tracey, District of Columbia Department of Environment
Hon. Patrice Winter, City of Fairfax

Others Present:

Gary Allen, Center for Chesapeake Communities
Tom Biesiadny, Fairfax County Department of Transportation
Marc Bryson, District of Columbia Department of the Environment
Julie Crenshaw Van Fleet, AQPAC
Deirdre Elvis-Peterson, District of Columbia Department of Environment
Matt Groff, Prince William County
Barbara Hardy, Fairfax County
Brian Hug, Maryland Department of the Environment
Sandra Jackson, FHWA
Debra Jacobson, George Washington University Law School
Kim Katzenbarger, District of Columbia
Kristi King, WTOP Radio
Rodney Livingston, AQPAC
Lauren Maxwell, District of Columbia Department of the Environment
John Nwoke, District of Columbia Department of the Environment
Bill Skrabak, City of Alexandria
Alfred Titus-Glover, Prince George's County

Staff:

Joan Rohlf, COG/DEP

Jeff King, COG/DEP

Sunil Kumar, COG/DEP

Eulalie Lucas, COG/DTP

Stuart Freudberg, COG/DEP

Ben Wauer, COG/DEP

Jennifer Desimone, COG/DEP

Mike Clifford, COG/TPB

Ron Kirby, COG/DTP

George Nichols, COG/DEP

1. Call to Order, Public Comment Period

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

A public commenter, Mr. Rodney Livingston, said that District of Columbia needs to have two representatives appointed for the General Assembly category of membership. He also asked that he be included on the distribution list for email announcements. Mr. Livingston said that one solution to air emissions from power generation is to change dress codes in the summer to accommodate warmer building temperatures. He also recommended that a national system, modeled after the interstate highway system, be established for energy distribution. He said that if such a system were established, nothing changes except return on investment, competency, and efficiency.

A public commenter, Ms. Debra Jacobson urged support of the resolution on local government measures, particularly those involving energy efficiency and renewable energy. Ms. Jacobson said that by supporting the resolution and by backing up the vote with real commitments, members can be responsive to citizens concerned about air quality, rising energy prices, climate change, dependence on energy imports, and homeland security. She said that one of the measures on the resolution entitled energy performance contracting is particularly valuable to local jurisdictions. Performance contracting allows local governments to contract with energy service companies to raise capital funds for improving energy performance of government buildings. The private investor receives payback based on realized energy savings.

A public commenter, Ms. Julie Crenshaw Van Fleet said that recent hot weather throughout the United States, as well as a recent code purple day in the Washington, DC region, is cause for concern. She urged support of the local voluntary measures resolution, and said that adoption will help the region, as well as each local jurisdiction. She said that measures such as LEEDs certification are not just for government applications. Developers should be asked to install more efficient technologies in all types of buildings, including affordable housing projects.

A public commenter, Mr. Gary Allen urged support of the resolution on local government measures, including one involving tree planting to mitigate the urban heat island effect. EPA issued guidance to provide direction on how to improve air quality through urban reforestation and rooftop gardens to reduce the heat island effect, and to expand regional urban tree canopy cover. Modeling has shown that trees can have a significant impact on reducing urban heat islands and improving air quality. The Center for Chesapeake Communities has developed a draft plan that includes five elements. The elements are: preserve existing canopy, set local canopy expansion goals, track canopy changes, target urban heat islands, and conduct public outreach. Benefits are expected to accrue on a long-term basis. Mr. Snyder said he encourages inclusion of such a measure in the air quality plan.

2. Approval of Minutes, Announcements

Mr. Mendelson called for a motion to approve the draft minutes of the May 24, 2006 meeting. A motion was made and seconded. The minutes were approved unanimously.

Mr. Mendelson made several announcements. There was a joint meeting between the Interstate Air Quality Council (IAQC) and MWAQC leaders last week to discuss IAQC's recommendations for the region's control strategy. Tad Aburn will be presenting these recommendations under Item 6 on the agenda. The IAQC was created two years ago and consists of transportation and environment Secretaries from the three states. Mr. Mendelson said that during the third week of July, the region experienced an unusual episode of bad air. Jen Desimone will discuss the ozone episode. He said that in the member packet is a July 12 letter to Jay Fiset, Chair of the COG Board of Directors, regarding plug-in hybrid technology. The MWAQC Executive Committee approved a letter that supports plug-in hybrids as part of a broader regional energy strategy. In June Michael Knapp, Chair of the Transportation Planning Board wrote to remind MWAQC and the states they have a requirement under SAFETEA-LU to file a "conformity SIP" with EPA by March 2007. This conformity SIP documents consultation procedures for DOT, MPOs and other agencies to assess the conformity of transportation plans.

3. Committee Reports

A. Report of the Technical Advisory Committee

Mr. Sydnor reported on the activities of the TAC. He referred members to the one page summary of relevant policy issues and said that most of the items are on the agenda today for discussion. He said that emission inventories are still being developed for both this region as well as the surrounding regions for use in the attainment model. The inventories should be complete in late August or September. Attainment modeling runs can be completed in September once the inventories are available.

B. Report of the Air Quality Public Advisory Committee

Ms. Engel-Cox, Chair of the Air Quality Public Advisory Committee (AQPAC), reported on a recent meeting. AQPAC has been discussing contingency planning and control measures. The consensus of the group is that there needs to be more than incremental change. Although information provided to AQPAC suggests that the existing suite of measures may enable the region to meet the air quality standards in 2009, members have concerns with the margin of error of the modeling and with climate and weather which impacts variability of pollutant concentrations. AQPAC is also working with staff to prepare an informational pamphlet on the SIP, and will help host a public meeting in the Fall.

She provided an application from Ms. Jessica Butts, to fill vacancy for the District of Columbia. AQPAC recommended forwarding the application to MWAQC for approval. A motion was made and seconded to appoint Ms. Butts to AQPAC. Mr. Mendelson asked for confirmation that Ms. Butts is a resident of the District. Ms. Engel-Cox confirmed her residency status. The motion was approved unanimously.

C. Report of the Clean Air Partners

Ms. Patrice Winters reported. The annual public awareness campaign is underway and includes two new radio ads which are running for a five-week period (June 26-July 24). Metro bus and rail

ads are scheduled to run in August/September. Clean Air Partners will be conducting a media event in the Baltimore region on Thursday, July 27.

Sponsorship commitments totaling \$132,500 have been received from Commuter Connections, Constellation Energy, Fairfax County, Lockheed Martin, Mirant, Montgomery County, Washington Gas, WMATA, and the Virginia Department of Rail and Public Transportation. This surpasses the 2006 goal of \$100,000, which was used for the radio buy.

The Managing Director is in the process of scheduling interviews with several printers in Northern Virginia to get additional input on the survey instrument before it is distributed to the larger list of printers provided by the Virginia Department of Environmental Quality. The interviews will be conducted in August and the survey will be scheduled for distribution in September. The survey results will be used to help develop the voluntary program with printers.

The air quality curriculum development consultant (Environmental Education Exchange) has submitted a draft outline for the new curriculum. The specific modules will be developed over the summer and the new curriculum will be piloted in Northern Virginia schools this fall.

The Managing Director and COG staff are working with Dr. Cliff Fox on revising the end-of-season household survey. The survey is scheduled to be conducted in mid-September.

Ms. Winter commented on behalf of the City of Fairfax. Funds for free rides on code red days should not be spent entirely on radio ads. Funds are needed to provide free rides. In the event that there are fewer code red days, only the portion above and beyond what is needed to provide free rides should be allocated to radio ads.

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

Mr. Aburn, Maryland Department of the Environment, said he would provide the IAQC report under Item 6.

4. Ozone Season Report

Ms. Desimone provided an ozone season report. The first multi-day ozone pollution episode occurred at the end of May. The highest monitored 8-hour concentration was 102 ppb and occurred at the McMillan, Ashburn, and Rockville sites. In June, the highest exceedance was recorded at the Beltsville site with an 8-hour concentration of 98 ppb. A major multi-day ozone pollution event occurred between July 17-19. The highest monitored 8-hour concentration was 125 ppb and occurred at the Mt. Vernon site. During the July episode, ozone pollution was prevalent along the I-95 corridor north to New England. A large area of high pressure, light winds, high temperatures, and recirculation of pollution all contributed to the episode.

In response to questions, Jen Desimone said that code orange levels for ozone range from 85 to 104 ppb, code red from 105 to 124 ppb, and code purple >125ppb. She said that the pollution levels can also be reported as an Air Quality Index (AQI).

Ms. Desimone said there were two code orange days for PM_{2.5} in July. On July 4, daily peak 24-hour particle concentrations reached 43 ug/m³. On July 11, daily peak 24-hour particle concentrations reached 49 ug/m³.

Mr. Fellows asked if there are any data that track health effects on days with high levels of air pollution. Such information might be useful in promoting local air quality improvement initiatives. Ms. Rohlf said that such studies exist, but is generally beyond the air program capacity to handle such work for the Washington region. Mr. Freudberg said that he has discussed this request with the Health Planner for COG. Under COG's homeland security support program, staff now have access to syndromic surveillance data. Such data could be researched and analyzed.

Mr. Aburn asked if staff have compared the July episode to past episodes that had similar meteorological conditions. Maryland staff investigated similar episodes in 1995 and 2002 and found that in the past there were many more monitors exceeding the standard for longer periods of time. This evidence suggests that control programs are effective at reducing overall exposure to ozone pollution. Jen Desimone said that such an analysis has not yet been prepared by staff.

Mr. Mendelson asked for information on exceedances of the 1-hour ozone standard. Ms. Desimone said that there were three code red days under the 1-hour ozone standard. On May 31, 1-hour ozone concentrations reached 127 ppb. On July 17, 1-hour ozone concentrations reached 142 ppb. On July 18, 1-hour ozone concentrations reached 143 ppb.

Mr. Mendelson asked about correlation between ozone and PM pollution episodes. Ms. Desimone said that particle concentrations can be elevated during times of high ozone. Normally, high humidity can lead to higher particulate levels. Ozone formation is not correlated with humidity. Mr. Kumar said that fireworks use during July 4 can also lead to high particulate levels.

Mr. Mendelson asked for explanatory information on the Air Quality Index (AQI). Ms. Desimone said the index was established to simplify public health messages. Mr. Freudberg said that the AQI was established to address the issue that there may be pollution concerns for more than one pollutant and the index allows reporting of one number to the public. Concentrations for different pollutants such as ozone and fine particles can be converted to one standardized index.

Ms. Engel-Cox said that the code red for PM is triggered at 65 ug/m^3 . EPA has proposed to lower the daily standard to 35 ug/m^3 . All days on the daily peak concentration calendar for PM with concentrations above 35 ug/m^3 would become code red days. Mr. Aburn said that the tougher PM standard to meet is the annual standard of 15 ug/m^3 . The annual standard is driving the SIP planning. Ms. Engel-Cox said that all yellow days on the PM calendar are above the annual standard.

5. Need for Control Measures: Washington Region

Ms. Rohlf discussed the purpose of the control strategy in the SIP. EPA requires that the region demonstrate attainment of the ozone standard by 2009. This is accomplished by modeling a control strategy to determine how effective the selected measures are in reducing emissions and improving air quality in the region. The model must show a future ozone Design Value of less than 85 ppb. The Design Value will be based on monitored ozone concentrations between 2007 and 2009. If the modeling results indicate that the Design Value will be between 83 and 97 ppb, EPA will require that the region present a weight of evidence analysis. Ms. Rohlf showed preliminary modeling results. The current results show that even after implementing all of the

existing on-the-books and on-the-way measures, there will be monitors in the region with Design Values greater than 85 ppb. This suggests that additional measures will be needed to meet the standard.

The control strategy will involve both broad regional measures as well as local air quality initiatives. The process to develop new measures started with creation of a large master list of potential measures. The master list was then narrowed down to a priority list. Several model rules being developed by the Ozone Transport Commission (OTC) are included in the recommended control strategy. Local measures under consideration include wind power purchases, diesel retrofits, light-emitting diode traffic signal retrofits, and low-emission vehicle purchases.

In terms of process to decision making, last month, there was a work session to provide information on the range of potential local and regional options under consideration for the control strategy. In July, the IAQC met and agreed to adopt several OTC regional measures which will be discussed under Item 6. Today, there is an action item to adopt the recommended control strategy. Ms. Rohlfs provided an overview of the SIP planning schedule. The SIP is due in June 2007.

Howard Simons responded to a question about the benefits of traffic signal retrofits. He said that the new lights are equipped with light-emitting diodes, which last longer and use less energy than the conventional lights.

Mr. Ebbin asked whether there is an explanation for why the modeling indicates that the monitors in Arlington and Fairfax in 2009 remain in nonattainment. Ms. Rohlfs said that staff could provide a detailed emission inventory by jurisdiction. Mr. Sydnor said that it is not possible to say with certainty what is causing the modeled exceedances in those locations in 2009. Mr. Mendelson referred members back to the ozone season summary which shows that there is no consistency in which monitors show exceedances during a multi-day episode. Mr. Ferguson said that he would like staff to develop more information on this topic to help inform the public.

6. IAQC Recommended Core Control Strategy

Mr. Aburn reported on the recent IAQC meeting on July 17, including a joint meeting of the IAQC and MWAQC. The topics discussed include the control strategy, the mobile budget, and a new outreach program.

The control measure selection process was comprehensive and included consideration of potential national, regional, and local control measures. In the last year, the states have adopted significant new control programs in advance of the SIP. Maryland adopted the Clean Power Rule/Healthy Air Act which will drive significant reductions from power plants. Virginia is adopting a Clean Air Interstate Rule (CAIR). The District is also developing a CAIR program and has an aggressive anti-idling program. States will also update the Reasonably Available Control Technology (RACT) regulations for major stationary sources.

The Ozone Transport Commission (OTC) has also been working to develop new regional control programs. In June 2006, the OTC member states agreed to move forward with several new initiatives, including phase II of consumer products and portable fuel container regulations, as well as a new initiative addressing industrial adhesives and sealants. The states also agreed to

develop a new chip reflash initiative. The State Collaborative, involving states outside the Ozone Transport Region (OTR), also continues work to advance measures across a broader region. The OTC also continues to consider other initiatives such as controls on asphalt production, cement manufacturing, and industrial, commercial, and institutional boilers. Consideration is also being given to adopting regulations that are more stringent than the federal CAIR program and to control emissions from electricity generation on peak demand days. In addition to creating programs that will enable this region to attain the ozone standard, the OTC process may also involve developing and adopting regional measures that ultimately assist states downwind of the Washington, D.C. region to attain the standard.

Mr. Aburn said that the OTC also continues to work on the attainment modeling effort. Preliminary results indicate that the existing control programs continue to provide reductions and are predicted to bring most of the monitors in the region below the standard. The existing measures may also enable the region to demonstrate Reasonable Further Progress (RFP).

Mr. Mendelson asked Mr. Aburn to comment on the concerns raised about the modeling results showing that the Arlington monitor remains above the standard in 2009. Mr. Aburn said that high ozone days usually involve both a regional pollution load and local contribution. Typically, the highest monitored values are downwind of the urban centers where the local load is added onto the regional load. Since the modeling is based in part on past meteorological conditions, it is possible the meteorological conditions in the model are based on an episode where there was southerly wind flow, such that Arlington was downwind of the urban center.

The IAQC also considered proposed new mobile budgets. Mr. Aburn said that COG staff used the mobile model to develop mobile emissions estimates for 2008 and 2009 that account for control programs adopted since 2002. The proposed mobile budget can be adjusted up or down as long as the SIP can demonstrate attainment.

7. Resolution: Local Government Voluntary Measures

Mr. King discussed potential local government actions to clean the air. He reviewed the local measures that were included in the 1-hour SIP and provided an overview of the initiatives being considered as priorities for the voluntary bundle. There are several actions that need to take place for the local measures to be included in the SIP. Staff will conduct a survey of existing programs in August and September. By the end of the year, states will need signed commitment letters from jurisdictions wishing to include measures in the voluntary bundle.

A motion was made and seconded to adopt a resolution to implement local measures to control emissions as soon as possible. Mr. Keys asked if there is a penalty if a voluntary commitment is not met. Ms. Rohlfs said that the states would be required to make up any shortfall left by an unfulfilled commitment. She said that this is one reason the SIP will include a bundle of measures and that credits will be conservative. Mr. Fellows asked if there is an advantage of more participation and why the actions of the City of College are not included in the summary table of local commitments. Ms. Rohlfs said that the current summary table is not comprehensive and that a survey of local governments is being conducted. Having more jurisdictions participate is beneficial. Mr. Ebbin asked about measures that are included in the SIP without credit. Ms. Rohlfs said that is one reason for creation of the Gold Book and as voluntary measures become

more developed they can be included in the SIP with credit. Mr. Mendelson recommended several edits to the list of local measures. The resolution was approved unanimously.

8. Mobile Budgets Proposal

Ms. Rohlfs provided background on the proposed new mobile budgets. The Transportation Planning Board (TPB) sent a letter transmitting the 2008 and 2009 mobile emissions estimates for the SIP and has requested that these values be the basis for the proposed new mobile budgets. Ms. Rohlfs provided a comparison of the new proposed levels to the existing approved mobile budgets developed for the one-hour SIP.

Mr. Mendelson treated the action as unanimous consent. There were no objections to recommending that the mobile emission estimates in the TPB proposal serve as the basis for the new mobile budgets in the 8-hour ozone SIP.

9. State Air Agency Report

Mr. Aburn reported for Maryland. Maryland is moving forward with implementing the Healthy Air Act. The Clean Power Rule regulation was approved recently by the Air Quality Control Advisory Council (AQCAC) and will now move through the emergency regulation process.

Mr. Sydnor reported for Virginia. Virginia is currently developing the mercury and CAIR rules. The remote sensing program in Virginia is now in place in Virginia, and in August, the state will begin to issue Notices of Violation. Mr. Mendelson asked for an update on the situation with the Potomac River Power Plant. Mr. Sydnor said that EPA issued an administrative consent order in June allowing the plant to continue operations under some constraints, including a monitoring network. Virginia DEQ is also developing a new state operating permit for the plant. Mr. Britton said that there were eight comments submitted in opposition to the Consent Decree, including one from the City of Alexandria.

Mr. Tracey reported for the District of Columbia. The District is working to develop the regulations for the OTC initiatives and to recertify RACT for point sources in the District.

10. Date for Next Meeting and Adjourn

The next meeting will take place on September 27. The meeting was adjourned at 1:50 pm.