

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 28, 2010 MEETING

Attendance:

Members and Alternates

Pat Haddon, Calvert County
Hon. Karen Young, City of Frederick
Hon. Leta Mach, City of Greenbelt
Pamela Parker, Montgomery County
Hon. John Britton, City of Rockville
Hon. Redella Pepper, City of Alexandria
Hon. Linda Smyth, Fairfax County
Hon. Sharon Bulova, Fairfax County
Hon. David Snyder, Falls Church
Monica Backmon, Prince William County
Cecily Beall, District Department of the Environment
Diane Franks, Maryland Department of the Environment
Hon. Phil Mendelson, DC Council
Austina Casey, District Department of Transportation
Howard Simons, Maryland Department of Transportation
Sandra Jackson, Federal Highway Administration
Hon. Fred Schultz, Takoma Park

Staff:

Joan Rohlf, COG/DEP
Jeff King, COG/DEP
Jennifer Desimone, COG/DEP
Sunil Kumar, COG/DEP
Mike Clifford, COG/DTP
Eulalie Lucas, COG/DTP
Jeannine Altavilla, COG/DEP

Others:

Bob Owolabi, Fairfax County Department of Transportation
Noelle Dominguez, Fairfax County Department of Transportation
Jessica Daniels, District Department of the Environment
Randall Carroll, Maryland Department of the Environment

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

Chair Mach called the meeting to order at 12:05 pm. The minutes of the April 28, 2010 meeting were approved with no changes. Ms. Mach welcomed new member Karen Young, an alderman from the City of Frederick who is replacing Alan Imhoff.

2. Committee Reports

Technical Advisory Committee

Cecily Beall reported on the July 13 meeting of the Technical Advisory Committee, which was held as a conference call. The committee discussed the Transport Rule, SO₂ and NO_x standards, and the MOVES model. They heard a summary of the ozone season, about the new Diesel Anti-Idling campaign, and from the OTC. The next meeting is September 14.

Air & Climate Public Advisory Committee

John Rohlf reported on the July 19 ACPAC meeting. The committee was briefed on EPA's transport and SO₂ rules. The committee members are prepared to review and comment on the new transport rule when it is published in the federal registry. SO₂ and NO_x monitoring and citing process were discussed. Members were very interested and may ask a state agency to respond to questions that they have. ACPAC was briefed on: the energy outreach campaign name choices; the EPA Climate Showcase Communities grant application; the agenda for the Climate, Energy, and Environment Policy Committee (CEEP) meeting; updates from the street lights working group. The committee discussed the problems with Property Assessed Clean Energy (PACE) financing and the FHFA and reviewed a draft letter of support for legislation in Congress to address these issues that CEEP endorsed at their meeting on July 21.

Clean Air Partners

Chair Mach reported on Clean Air Partners. The annual meeting was held on May 20th at the Maryland Science Center in Baltimore. Awards were presented to contest award winners. Gary Allen will continue to serve as chair for FY 2011 and The Honorable Leta Mach will serve as Vice Chair. The FY 2011 work plan was discussed and the next annual meeting will be hosted in DC. Clean Air Partners and the Maryland Department of the Environment (MDE) will be hosting a gasoline-powered lawn mower exchange event on Saturday, August 14th at Camden Yards. The goal is to retire 1,000 gas-powered motors by offering up to 65% off two models of Neuton electric lawn mowers. The CAP website has had 550 people sign up to receive daily forecasts this season. The marketing campaign is underway. Two interns have been hired to assist with outreach in summer schools and camps. The Parts Washer Rebate program has been completed and all final rebates have been processed.

3. Ozone Season Update

Jen Desimone reported on the Ozone Season Summary. Preliminary data through July 25 this year show 1 Code Red day, 17 Code Orange days, 26 Code Yellow days, and 41 Code Green days based on the peak 8-hour ozone concentrations. July 3rd to July 7th was a poor air quality extended episode, brought on due to high pressure and temperature, limited clouds allowing intense sunlight, and re-circulating light winds that kept bringing polluted air back into the region. Thirteen monitors were in exceedance on July 7th, with 2 monitors in Code Red. The trends in Code Orange, Red, and Purple days are generally declining, even with the new 8-hr standard that was revised in 2008. Preliminary data through July 25 shows 3 Code Orange days, 27 Code Yellow days, and 55 Code Green days for the 24-hours PM_{2.5} concentrations. Mr. David Snyder requested a chart showing 90° and warmer days versus exceedance. Would this chart show that we have improved our air quality? Sunil responded that COG could produce this. Even with the tougher standards since 2008 there have been no increases in exceedances, so

he would expect this chart to demonstrate that the control programs are helping. Mr. Snyder believes this would be helpful to portray improvements to the public.

4. EPA's new Transport Rule, Final SO₂ Rule

Jeff King reported on the EPA's proposed Transport Rule. There is a need for federal multipollutant controls. Large portions of the eastern US were designated non-attainment for 8-hour ozone and fine particulate standards. The transport of NO_x and SO₂ plays a large role in this non-attainment. Under CAA Section 110, states must include plans to address their contribution to downwind states, and the EPA has a role in providing states with a remedy to these requirements. CAIR was created in 2005 to replace the NO_x SIP call, and has been instrumental in reducing transport but was remanded to EPA by the courts in 2008 in response to legal challenges.

The EPA Transport Rule was announced July 6 this year to replace CAIR, and responds to court directives. Modeling will be used to determine the emission reduction needed for states to address contributions to downwind areas. State-level emission budgets will be established, and intra- and inter-state trading will be limited. The EPA will implement a FIP by 2012, in order to help expedite, but states will still have the option to develop an SIP.

The Transport Rule used a 2-step regulatory approach to reduce NO_x and SO₂ in 2012 and 2014. The rule only addresses the 1997 ozone/annual PM NAAQS and the 2006 daily PM NAAQS, but not the 2008 ozone NAAQS currently under reconsideration.

By 2014 emissions will be 53% and 71% below 2005 levels in NO_x and SO₂, respectively. The rule covers electric power plants in 31 states and the District of Columbia. The proposed rule was not developed to address new lower ozone or PM NAAQS. More stringent ozone and PM NAAQS are expected in August 2010 and October 2011, respectively. Annual reductions will be required and subsequent EPA rulemakings are planned. There will be a public comment period on the new rule for 60 days after it is published in the federal register, which has not yet happened. There are 3 public hearings planned. MWAQC could potentially approve a comment letter at the September meeting.

Sunil Kumar reported on the EPA's new SO₂ final rule. The 1-hour standard was published June 22, 2010 and is 75 ppb. The 1971 standards were a 30ppb annual average, a 140 ppb 24-hour average. Both of these standards have been discontinued. The standard will be a 3-year average of the 99th percentile of the annual distribution of daily maximum 1-hour average concentrations. The rule includes changes to SO₂ monitoring networks and reporting requirements. The Air Quality Index was also revised based on the new 1-hour standard.

There are several reasons for a 1-hour standard. There was been little health evidence to suggest an association between long-term exposure to SO₂ and public health effects, the new 1-hour standard would better protect the public by reducing people's exposure to high short-term (5 minutes to 24 hours) SO₂ concentrations, and it would continue to prevent SO₂ concentrations from exceeding the old 24-hour and annual standards.

The approach to monitoring compliance will include a modeling approach for medium to larger sources and a monitoring approach for smaller sources and those sources not as conducive to modeling. Draft modeling and implementation guidance are expected soon. There will be at least 3 monitors in the Washington region at locations of expected maximum short-term concentrations, based on EPA criteria. The existing SO₂ network of 3 monitors is not primarily configured for the above criteria, because they are located with ozone monitors. The States and the EPA will work together on deciding the monitor locations. All new monitors will be operational by January 1, 2013.

The presumptive nonattainment boundary will be the county, unless a state demonstrates otherwise. This is different from the “nonattainment region” approach used for ozone & PM_{2.5}, because SO₂ is a local issue, not a regional issue like ozone and PM_{2.5}. The state designation recommendations are due in June 2011, the EPA designations will be released in June 2012, and the SIP for nonattainment areas will be due in February 2014, with an attainment date of August 2017. The initial designations will be based on data from existing monitors and, where provided by states, appropriate modeling. The highest design value from 2007-2009 data is 36 ppb in Alexandria, VA, which is below the 75 ppb requirement. Mr. Ballou commented that this is a new, burdensome, and lengthy process. The modeling is conservative and may be higher than the actual monitored values. The present ATSDR analysis of the Potomac River Generating Station in Alexandria might serve as a helpful model or lesson moving forward.

5. Ozone Transport Commission: Priority Measures

Joan Rohlf reported on the June 3rd Ozone Transport Commission (OTC) annual meeting. The OTC is a regional planning agency that deals with transport and pollution in 13 states in the Mid-Atlantic and Northeast, including northern Virginia. The OTC calls for strong national rules to reduce NO_x and SO₂ from electric generating units, on-road mobile gasoline and diesel sources, industrial, commercial and institutional boilers, cement kilns, and locomotive and marine engines. They are calling for rules based on the model rules that OTC states have adopted. They believe that the EPA should develop national programs for VOC for stationary reciprocating and combustion engines and distributed generation, consumer and commercial products, as well as other industrial sources. Once progress has been exhausted in already identified areas, further development could come in stationary generators, non-road idling, high electricity demand day controls, renewable and energy efficiency measures, and municipal waste incinerators. There are many voluntary programs to address some of these sources. The ozone SIP is due at the end of 2013. The model rule development takes about 10 months before adoption by the OTC Annual Meeting. States then start the process of adoption which takes 12-24 months. States should have a rule in place by 2013.

6. MOVES Schedule

Mr. Kumar reported on the MOVES schedule. The MOVES2010 model was released by the EPA in December 2009 to replace the existing Mobile6.2 model. It will be required for developing any new air quality plan such as the upcoming ozone SIP due in 2013. All transportation conformity analyses initiated after the end of the two year grace period will have to use MOVES.

A task force has been established to examine the new modeling system. Final recommendations are expected in the fall, and MWAQC and TPB staff will then develop mobile emissions based on methodology and inputs suggested by the task force.

The task force has identified potential concerns about the requirement to use the new MOVES model for transport conformity before the new SIP budgets using MOVES have been established. Preliminary tests indicate that NO_x, VOC, and PM emission estimates generated by MOVES are higher than those using Mobile 6. The task force is exploring possible approaches to resolve this issue.

7. Diesel Idle Reduction Campaign

Ms. Beall reported on the Diesel Idle Reduction Campaign. The Diesel Idle Reduction Campaign is an initiative aimed at decreasing diesel emissions from trucks and buses and improving air quality in the Metropolitan Washington-Baltimore region. It will increase idle reduction awareness and control diesel emissions, promote idle reduction as a positive behavior that helps bus and truck drivers to avoid fines, save money and cut fuel costs, and it will improve public health and protect the environment. It is being led by MWCOG in collaboration with the District Departments of the Environment and Transportation and the Maryland Department of the Environment. There are numerous partners and supporters including truck and bus associations. Preliminary work involved a communications audit to analyze past and current communications messages to see what was successful, a media analysis to better understand how the issue is covered in the region, and environmental scan to gain understanding of the overall industry and the idling issue from a local, regional and national perspective, and interviews and online surveys to gather further direct input from the industry.

There have been 4 stakeholder meetings. A marketing campaign was launched July 13 with the press. There will be at least 2 more stakeholder meetings, two more street team promotional activities at bus stops, a Six Flags promotional event targeted at bus drivers, and a media push including satellite radio live mentions. A driver recognition program is also being developed.

Outreach materials include a flyer, poster, event materials, and a website. The flyer has a perforated piece that folds to the size of a card and has law summaries for DC, Maryland, and Virginia. The stimulus money for Virginia had already been committed elsewhere so they did not directly participate, but Virginia was included on all of the materials to make it a regional campaign.

8. State and Local Air Reports

Tom Ballou reported for Virginia. The public comment period for VDEQ's proposed new draft Plan for the Mirant Potomac River Generating Station has closed. The permit will be issued shortly.

Cecily Beall reported for the District. The VOC regulations revision with the EPA CTGs and the OTC model considered are now in the second round of legal reviews. The DC Climate Action Plan will be published soon. The government action section is completed; they are collecting input from stakeholders on the community-wide plan. Staff are also focusing on the Green Summer Youth and the Mayor's Conservation Corps.

Diane Franks reported for Maryland. MDE is now looking to develop recommendations for the 2nd transport rule because the first version applies to the 85 ppb standard. There is an Advisory Council meeting in September focusing on proposed regulation used oil and waste combustible fluid, as well as when permits are necessary. They are trying to eliminate use from small sources, which will lower the PM. A mountaintop station that examines transport into the region and provides data that can be used to assess air pollution. It has shown this year that transport is still a problem in the region.

Pam Parker reported for Montgomery County. Their diesel reduction campaign received \$547,000 through the Mid Atlantic Region Air Management Association (MARAMA) stimulus funding. They are retrofitting 80 on- and off- road engines with diesel particulate filters or diesel oxidation catalysts. They started installing them two weeks ago in delivery trucks and dump trucks, as well as off-road solid waste loaders. The original deadline of a September completion was extended through March due to supplier issues.

Pat Haddon reported for Calvert County. The Environmental Analysis of the Thomas Johnson Bridge is being reviewed. She said that there should be an air quality analysis component.

9. New Business

Chair Mach said that the Agency for Toxic Substances and Disease Registry (ATSDR) completed a study of toxic emissions around the Mirant plant in Alexandria and will have a public meeting on the Health Report tomorrow at 7:00pm in Alexandria. Information on the Mirant Station project is available at www.alexandriava.gov/mirant.

10. Set Date for Next Meeting, Adjourn: The next meeting will be held on September 22, 2010. The meeting was adjourned at 1:40pm.