



## METROPOLITAN WASHINGTON AIR QUALITY COMMITTEE (MWAQC)

December 15, 2021  
10:00 A.M. – 11:30 A.M.  
Webinar

Chair: Robert Day, City of College Park

### MEETING SUMMARY

#### MWAQC MEMBERS AND ALTERNATES

- Robert Day, City of College Park (Chair)
- Takis Karantonis, Arlington County (Vice Chair)
- Dr. Kambiz Agazi, Fairfax County
- Tom Ballou, Virginia Department of Environmental Quality
- Michele Blair, City of Laurel
- Kenny Boddye, Prince William County
- Tanisha Briley, City of Gaithersburg
- Collin Burell, District of Columbia
- Virginia Burke, Maryland Department of Transportation
- Kelly Crawford, District Department of Energy and Environment
- Tom Dernoga, Prince George's County
- Sylvia Glass, Loudoun County
- Penny Gross, Fairfax County
- Jason Groth, Charles County
- Dawn Hawkins-Nixon, Prince George's County
- Sara Love, Maryland House of Delegates
- Denise Mitchell, City of College Park
- Jim Ponticello, Virginia Department of Transportation
- Michelle Russell, Prince George's County
- Dave Snyder, City of Falls Church
- Kari Snyder, Maryland Department of Transportation
- James Walkinshaw, Fairfax County

- Kristen Weaver, City of Greenbelt

#### OTHERS

- Eric Campbell, District Department of Energy and Environment
- Tara Failey, Air and Climate Policy Advisory Committee
- Samuel Gaber, Fairfax County
- Matthew Gaskin, District Department of Transportation
- Alleyn Harned, Virginia Clean Cities Coalition
- Joseph Jakuta, District Department of Energy and Environment
- Sophia Marcus, District of Columbia
- Regina Moore, Virginia Department of Transportation
- Catherine Salarano, Maryland Department of the Environment
- Antoine Thompson, Greater Washington Region Clean Cities Coalition
- Norman Whitaker, Virginia Department of Transportation

#### COG STAFF

- Chuck Bean, COG Executive Office
- Leah Boggs, COG Department of Environmental Programs
- Jen Desimone, COG Department of Environmental Programs
- Lyn Erickson, COG Department of Transportation Planning

- Jeff King, COG Department of Environmental Programs
- Sunil Kumar, COG Department of Environmental Programs
- Tim Masters, COG Department of Environmental Programs
- Mark Moran, COG Department of Transportation Planning
- Wanda Owens, COG Department of Transportation Planning
- Jane Posey, COG Department of Transportation Planning
- Kanti Srikanth, COG Executive Office
- Dusan Vuksan, COG Department of Transportation Planning

## **1. PUBLIC COMMENT PERIOD, APPROVE MINUTES, CHAIR'S REMARKS**

*Robert Day, MWAQC Chair*

Chair Robert Day called the meeting to order. There were no public comments. The October MWAQC meeting summary was approved without any changes.

## **2. COMMITTEE REPORTS**

MWAQC Technical Advisory Committee (TAC) – Kelly Crawford

MWAQC-TAC held a call on December 7:

- COG staff updated members on the status of the 2015 ozone NAAQS SIP planning and discussed possible next steps in that effort. Staff provided updates on the development of emissions inventories for the ongoing attainment SIP development work. Staff also initiated discussion on possible milestone years for the maintenance plan for the above NAAQS if that SIP will be required.
- Committee discussed the issue of guidelines/guardrails to be adopted for MWAQC comment letters on interstate ozone transport issues. While a few members expressed their concerns on sending those letters very frequently, a few others thought that this would overlap with ongoing efforts on this issue at OTC. Other members thought that those comment letters should not be used for commenting on RACT permit issues in other upwind states. The committee decided to develop guidelines or guardrails for sending those comment letters in coming days.
- Staff briefed members on the ongoing climate and electric vehicle planning in the Washington region. Specifically, the committee was briefed on a number of GHG emission reduction plans and goals being adopted by COG, WMATA, state, and local governments in the Washington region. These GHG reduction measures can be used as weight of evidence analysis in attainment SIP.

Air and Climate Public Advisory Committee (ACPAC) – Tara Failey

ACPAC held a webinar meeting on November 15:

- ACPAC's last meeting of the year was November 15.
- Over the next the 2 months, the committee will be focused on new member recruitment and nominating new committee leadership for 2022. There are 3 members cycling out of the committee at the end of January 2022. ACPAC had an extensive recruitment process that started at the end of 2020 to March 2021, so most of the current members are new. New member recruitment started November 19 to January 19, 2022.
- Regarding 2022 committee leadership, the nominating subcommittee will present their nominees for the new ACPAC Chair and Vice Chair in January, and a vote will take place at the January meeting.

- At the November meeting, ACPAC heard from George Mason University's Carbon Neutrality Task Force and GMU's energy and climate action planning process to reach their 2050 goal. The presentation was particularly interesting as COG is in the implementation phase of the regional 2030 Climate and Energy Plan developed under CEEPC's leadership.
- ACPAC will be developing 2022 priorities for the committee. These will align with CEEPC's and MWAQC's priorities, particularly in light of the attainment plan development for the 2015 ozone NAAQS. ACPAC will work with MWAQC staff to develop the coming year's priorities.
- The next ACPAC meeting is January 24, 2022.

#### Clean Air Partners – Jen Desimone

Clean Air Partners have been involved in the following:

#### **Winter Outreach:**

- Clean Air Partners is wrapping up the year with one last campaign that will focus on vehicle emissions. The car emissions exhibit will include a visual - a vehicle encased in a clear plastic bubble - and will be accompanied by a large screen inviting participants to engage with the exhibit via a contactless interactive quiz composed of questions on driving behaviors and their impact on emissions and air quality. The exhibit will be on display during mall hours at the following locations. If you're in the area, please stop by.
  - Manassas Mall – December 29<sup>th</sup>
  - Mall of Columbia – December 30<sup>th</sup>

#### **Slogan Contest:**

- Clean Air Partners held its 11th annual slogan contest for local middle and elementary students. Students in grades 4-8 were asked to submit a creative slogan that brings to light solutions to air pollution and climate change and inspire people to take actions to improve our region's air quality. Winners are:
  - Category 1 (Grades 4-6): Loudoun County, Blue Ridge Middle School, "The Cleaner the Air the More Lives You Spare"
  - Category 2 (Grades 7-8): Anne Arundel County, Severna Park Middle School "Healthier Earth, Healthy You."

#### **Video Contest:**

- Next year, Clean Air Partners will be hosting a Youth Climate Change video challenge. It will be open to all elementary, middle, and high student students in the Baltimore-Washington region. Students can participate as an individual, team or even as a class. Those who want to participate will be required to sign up and will be given access to online training materials that will help them develop the videos. The Challenge deadline is Earth Day, April 22nd.

#### Climate, Energy, and Environment Policy Committee (CEEPC) – Jeff King

CEEPC held a webinar meeting on November 17:

- Many of CEEPC's local government members have been actively developing Climate Action Plans for their jurisdictions. CEEPC has been receiving updates from various jurisdictions on their plans over the past months. At CEEPC's November meeting, the committee heard from Fairfax County regarding their climate mitigation and resilience plans, as well as a panel that presented on residential energy efficiency.

### **3. LOCAL AND STATE UPDATES**

#### *Local Members and State Air Agencies*

- Kelly Crawford (DOEE) said that DOEE finalized their NOx RACT regulation for the 2015 NAAQS last week. The District now has stricter standards for medium and larger boilers. It also adds

boilers down to five million BTUs and adds stationary generators. DOEE also completed the Stage II Vapor Recovery Removal public process in late November and will be moving forward with that as well.

- Tom Ballou (VDEQ) said that the State Air Pollution Control Board recently adopted a low-emissions and zero-emissions vehicle program for motor vehicles beginning with model year of 2025 and later, as per the Clean Cars Act.
- Kenny Boddye (Prince William County) said that Prince William County staff recently met with their School Board to discuss a new joint environmental task force that they hope to set up in the coming month. This would allow collaboration between the county's schools and county government to address climate mitigation and adaptation. The county also approved their Sustainability Commission, which will be established in the coming months to work on their local community energy sustainability plan.
- Dawn Hawkins-Nixon (Prince George's County) said that Prince George's County recently wrapped up their public comment period for the county's draft Climate Action Plan (CAP). They will be submitting the CAP along with a supplemental report of public comment to the County Council and the County Executive Office.
- Antoine Thompson (Greater Washington Region Clean Cities Coalition) introduced himself to the committee as new executive director of GWRCCC.

#### **4. ELECTION OF 2022 OFFICERS**

*Robert Day, MWAQC Chair*

Chair Day presented the 2022 MWAQC slate of officers to the committee for approval, as proposed by MWAQC's Nominating Committee:

- Chair: Takis Karantonis, Board Member, Arlington County, VA
- Vice Chair: Anita Bonds, Councilmember, District of Columbia
- Vice Chair: Peter Kovar, Councilmember, City of Takoma Park, MD
- Vice Chair: Kenny Boddye, Board Member, Prince William County, VA

**Action: The 2022 MWAQC slate of officers were elected by MWAQC members with no objections or abstentions.**

#### **5. 2015 OZONE STATE IMPLEMENTATION PLAN STATUS**

*Jeff King, COG Climate, Energy, and Air Program Director*

MWAQC members were briefed on air quality planning related to the 2015 ozone standard. Jeff King provided an update on the development of the state implementation plan (SIP). The metropolitan Washington region was initially designated Marginal Non-attainment for the 2015 ozone standard. The region did not meet the deadline for Marginal Non-attainment areas, which was August 2021 based on the three-year design value using 2018, 2019, and 2020 data. EPA will redesignate area as Moderate Non-attainment, which the area will be required to attain by August 2024 through the submission of an Attainment SIP by January 2023. The MWAQC Work Program and Budget provides for Attainment SIP development and included a check-in on attainment status based on the 2021 ozone season. The preliminary data for the 2021 Ozone Season shows that the region attained the Ozone NAAQS (based on 2019, 2020, and 2021 data). EPA will have to certify the 2021 data with a Clean Data Determination (CDD). This would happen in May 2022. The CDD would suspend the Attainment SIP requirements and allow states to request designation as a Maintenance Area, at which point a Maintenance SIP will be required with no statutory deadline. The normal course of events would be that EPA redesignates the area as Moderate Non-attainment (bump up) in February 2022 (based on 2018, 2019, 2020 data). The Moderate Non-attainment area Attainment SIP (ASIP) would be due January 2023, with a deadline to attain in August 2024, based on 2021, 2022, 2023 ozone season data. The

MWAQC Work Program and Budget provides for this. The EPA proposal is expected anytime, and comments are accepted during the proposal period. The ozone season data from 2021 to be certified by May 2022. Staff anticipate that EPA will find the area is attaining ozone NAAQS and the CDD will suspend requirements for the ASIP and will require submission of a Maintenance Plan (no fixed date). MWAQC work activities will have to change with the submission date likely to be after January 2023.

The District of Columbia has submitted an Exceptional Events Request seeking to invalidate the 2020 ozone season data for the District. EPA's decision on this request will influence the area's actions. If EPA grants the District's request, it is unlikely that they will issue a CDD of the region's 2021 data. This would mean that the area remains in non-attainment and will be bumped up to Moderate with the ASIP due by January 2023. If EPA rejects the District's request, they will likely issue the CDD of the region's 2021 data, meaning that the area will have attained the standard and would be redesignated as a Maintenance area, with a Maintenance Plan due with no fixed date. It is unclear what EPA will decide.

One other factor to consider is that there is a need for new motor vehicle budgets. Air Quality Plans (SIPs) for non-attainment areas, Moderate or higher, establish motor vehicle emission budgets (MVEBs) to be used in metropolitan transportation planning (TPB). No MVEBs were set for this region for the 2015 Ozone NAAQS since the area is designated as Marginal Non-attainment. The area is using MVEBs from the Maintenance Plan for 2008 Ozone NAAQS (using old EPA models). The region must begin to use a new EPA model for transportation planning work after January 2023. New MVEBs established using the new model would be required preferably by Fall of 2023 (TPB plans to update long range transportation plan in 2024). An Attainment SIP or a Maintenance Plan for 2015 Ozone NAAQS will establish new MVEBs using new model (MOVES3). The timeframe of submission of these SIPs is important for securing new MVEBs. COG staff recommend continuing work on the Attainment SIP (ASIP) and RFP Plan (RFP). Staff will look out for EPA's response to the District's request to either affirm on-going work activities (ASIP and RFP) or switch to develop a Maintenance Plan (either in February or June 2022 (possibly in parallel with ASIP/RFP). Staff also recommend continuing work to implement control programs, including actions to address pollutant transported into the region from upwind areas, to reduce local emissions and improve air quality and protect public health. Staff will also work to establish new MVEBs using MOVES3 by Fall 2023 and ensure MWAQC and TPB Work Plans and Budgets can support required work elements.

#### Discussion:

- At the level of the metropolitan Washington area, there is not consensus to request attainment to the EPA, mainly due to concern that the 2020 ozone season was heavily impacted by the pandemic and the lack of economic activity. Until the EPA certifies the data it is unclear what the next steps will be.
- The largest source of air pollution within the region is from transportation. Eliminating a large percentage of the transportation emissions over the long period during the public health crisis has helped the region attain NAAQS. The technical implications of this and how it will affect planning activities moving forward, especially after normal activities have resumed in the region, are important to consider.

## 6. TRANSPORTATION ELECTRIFICATION IN METROPOLITAN WASHINGTON

*Eric Campbell, District Department of Energy and Environment*

Eric Campbell provided an update of the Transportation Electrification Roadmap that the District of Columbia has been working on for the past year. The roadmap came about as part of the Clean Energy DC Omnibus Act of 2018. It was a combination of two different policies that were set in place; the Clean Vehicle Transition Plan and the Mayor's Transportation Electrification Program, which were combined to form this Transportation Electrification Roadmap. The roadmap has three major goals: 1) 50 percent of bus fleets and private fleets transition to low- or zero-emission vehicles (ZEVs) by 2030, and 100 percent by 2045; 2) 100 percent electric vehicle (EV) replacement of public buses and school buses at

end of life by 2021; and 3) at least 25 percent ZEV registrations by 2030 (around 75,000 EVs). The roadmap aims to provide the necessary policies, cost estimates, timelines, and budgets that are needed in order to help move forward with the goals. The roadmap is currently being finalized and is going through internal review. DOEE hopes that it will be available for public consumption and public engagement in the spring of 2022. The roadmap also looks at the current status of EV charging. Data show a total of 546 charging outlets of Level 2 EV charging stations and 33 public DC Fast Charging ports available in the District. Assuming accessibility to home EV charging for 50 percent of EV owners, modeling demonstrated a significant growth in public and workplace EV charging locations would be required to meet prospective demand in 2030. There are 296,000 personal vehicles registered within the District at the end of 2020. Assuming this number of vehicles holds constant over time, Washington D.C. could expect a range of 20,427 to 62,376 District-registered EVs and the associated charging needs by 2030. Adequate charging exists within the District for current EV deployment. However, charging ports are located downtown and behind parking paywalls and there are large EV charging gaps that would need to be addressed. DOEE wanted to make sure equity was integrated throughout the roadmap. They conducted a lot of stakeholder engagement sessions, which included a range of different groups and interests. The result was several equity-focused policy examples that were included in the framework. The roadmap also considers a number of challenges unique to the Office of the State Superintendent of Education (OSSE) fleet. OSSE operates a large number of non-traditional school buses, comprised in some cases of smaller vans and E-350 size units. These smaller school buses and vans can be a challenge to electrify. Another challenge is the lower annual Vehicle Miles Traveled (VMT) seen in the OSSE fleet. On average an OSSE bus drives 10,000 miles per year. Generally, the cost competitive TCO would be more accessible in higher mileage vehicles. More miles equals less fuel and maintenance spending for EVs compared to internal combustion engines. The majority of the expense in transitioning to an electric alternative is in the depreciation of the unit and its initial upfront cost. There are several levers that can be pulled to reduce the financial impact of depreciation, such as vehicle-to-grid (V2G) technology, which can be monetized. There are also grants to reduce the upfront cost of vehicles and charging stations (e.g. DERA funding).

#### *Alleyn Harned, Virginia Clean Cities*

The Mid-Atlantic Electrification Partnership is an effort to take a comprehensive step forward in the region with EVs. There are three of these projects nationwide funded by the US Department of Energy. Virginia Clean Cities is a partner in the project, along with DC Clean Cities, Maryland Clean Cities, West Virginia Clean Cities, and 25 other project partners. The project aims to install 375 charging stations installed throughout the region, work to get 175 EVs on the road, do 25 educational events over a three year period. The project has a \$14.6 million budget. A large chunk of that is federal funding and the rest is from cost share partnerships. The main aim of the project is to build the EV and EV charging ecosystem throughout the region. A large portion of the project will focus on analysis of where chargers need to be deployed. The project also focuses on education that is entirely focused on diverse and frontline communities. Finally, a large part of the project is the deployment of chargers and EVs. The Mid-Atlantic Electrification Partnership has partnered with BGE, Pepco, and others to deploy chargers and vehicles. In July, the partnership published a series of reports on EV charging in Virginia, which assessed current EVSE deployment, projected future charging needs, and addressed how equity needs to be a focus in future EVSE deployments. These reports included a statewide report, and multiple locality-based reports, based on regions defined in the EVI Pro Tool Lite. The main analysis tool is the Energy Zone Mapping Tool (EZMT), which is now free online with mapping data visualizations and 360 overlays for electricity that are continuously updated. EZMT was used to ensure equitable charging deployment and educate partners on important infrastructure considerations. Different overlays allow the user to assess vehicle traffic along corridors, where electric substations and corridors align, where charging stations are located and what type of stations they are, where minority and low-income neighborhoods are and household transportation energy burden (the cost of transportation energy), transit stop density, etc. The project is working to site 20 BGE Rideshare DC fast chargers, 12 Pepco Taxi DC fast charges, six publicly accessible Greenspot chargers, and a number of Blink 19.2 kWh L2

chargers.

Discussion:

- The roadmap has analyzed current policies and incentives and how these can be improved. One policy currently in place is a tax exemption for any EVs to pay on the excise tax of the vehicle. Another existing policy provides between a \$1,000 and \$10,000 tax credit for any type of charging station installations.
- Montgomery County and the City of Rockville have been interested in setting up an EV cooperative purchase program for residents. They are moving forward with a pilot that could inform other regional initiatives.
- The requirements for siting the Mid-Atlantic Electrification Partnership chargers is relatively open. They need to be sited in locations that are publicly accessible. They are targeting cities and urban areas. The Blink chargers are more focused on EV corridors. There would be a contract with the site host who would essentially be offering the property. For the Greenspot chargers, it would be a new service contract for the electricity. For the Blink chargers, they would run electricity to the charger and the site host would have an agreement with each of the network providers. In this case, EV chargers are basically an appliance. The site hosts would have to recoup some of their cost of electricity with the Blink chargers or be able to really service a whole community with the Greenspot chargers.

## **7. ADJOURN**

*Robert Day, MWAQC Chair*

Chair Robert Day adjourned the meeting. The next MWAQC meeting is scheduled for February 23, 2022.