



Metropolitan Washington Air Quality Committee (MWAQC)

MEETING SUMMARY: MARCH 8, 2017

MWAQC MEMBERS AND ALTERNATES IN ATTENDANCE (*on phone):

Kambiz Agazi, Fairfax County
Tom Ballou, Virginia Department of Environmental Quality
Cecily Beall, District of Columbia Department of Energy & Environment
Sharon Bulova, Fairfax County
James Davenport, Prince Williams County*
Robert Day, College Park (Vice Chair)
Gretchen Goldman, ACPAC Chair
Leta Mach, City of Greenbelt
Doris McLeod, Virginia Department of Environmental Quality*
Brienne Nadeau, Washington DC
Del Pepper, City of Alexandria
Hans Riemer, Montgomery County (Chair)
Jim Ponticello, Virginia Department of Transportation
Linda Smyth, Fairfax County*
Ram Tangirala, District of Columbia*
Colleen Turner, Maryland Department of Transportation
Alex Brun, Maryland Department of the Environment*
Brandon Todd, District of Columbia (Vice Chair)

OTHERS IN ATTENDANCE:

Pat Ambrosio, BNA
Brian Hug, Maryland Department of the Environment*
Alexandra Catena, District of Columbia Department of Energy and Environment
Mike Lake, Fairfax County Department of Transportation*
Regina Moore, Virginia Department of Transportation
Kari Snyder, Maryland Department of Transportation

COG STAFF IN ATTENDANCE:

Leah Boggs, COG Environmental Programs
Amanda Campbell, COG Environmental Programs
Maia Davis, COG Environmental Programs
Jen Desimone, COG Environmental Programs
Lyn Erickson, COG Department of Transportation Planning
Steven Kania, COG Office of Communications
Jeff King, COG Environmental Programs
Sunil Kumar, COG Environmental Programs
Jane Posey, COG Department of Transportation Planning
Dusan Vuksan, COG Department of Transportation Planning
Steve Walz, COG Environmental Programs Director

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

Chair Riemer opened the meeting at 10:05am. The meeting summary from the December 2016 MWAQC meeting was accepted with no changes.

2. COMMITTEE REPORTS

A. MWAQC Technical Advisory Committee (*Cecily Beall, DC Department of Energy and Environment*)

MWAQC-TAC held a call on February 7 and discussed the ozone redesignation plan and inventory. They were briefed on the Multi-Sector Greenhouse Gas Working Group recommendations and discussed two recently published rules - the MPO rule and the Performance-Based Planning and Programming rule. TAC members discussed initiatives that local governments can take to improve air quality and the possibility of setting voluntary goals.

B. Air and Climate Public Advisory Committee (ACPAC) (*Gretchen Goldman, Chair*)

Ms. Goldman introduced herself as the new ACPAC chair, elected at the February ACPAC meeting. At the January and February meetings, ACPAC learned about and discussed the TPB's Constrained Long Range Transportation performance analysis, and their 'Equity Emphasis Areas' work. ACPAC heard from NRDC about the latest developments in environmental legislation at the state and federal level. This year ACPAC is interested in exploring such topics as local clean air initiatives and resilience. The Climate Leadership Awards will launch on April 22, and ACPAC encourages everyone to apply and spread the word. This year's categories will be Government, NGO, and Educational organizations.

C. Clean Air Partners (CAP) (*Jen Desimone, COG Environmental Programs*)

As part of CAP's 20th anniversary, CAP launched The Best in Air awards. Winners will be announced at the Annual Awards event in May, as will the winners of this year's student poster contest. CAP is doing a brand refresh and launching new website materials in the fall. Summer air quality outreach campaigns planned for the summer will be announced soon.

3. FY 2018 WORK PROGRAM DEVELOPMENT (*Jen Desimone, COG Air Program Chief*)

MWAQC's FY 2018 Work Program focuses on meeting the National Ambient Air Quality Standards for ozone, since the region is in attainment for other pollutants. Priorities for FY 2018 include submitting the Redesignation Request and Maintenance Plan for the 2008 ozone standard and starting work to meet the 2015 standard. Core work areas include:

- Develop the emissions inventory for the 2008 ozone Maintenance Plan and the base year inventory for the 2015 ozone NAAQS
- Identify any needed measures needed for the State Implementation Plan and developing Multi-Sector strategies in coordination with Region Forward, the COG Board, CEEPC and others
- Help implement local measures, comment on transportation conformity and support public participation, including ACPAC.

First, the MWAQC Budget Committee will review the work program, then TAC will provide feedback in May, and MWAQC will be asked to provide formal approval of the work program later in May. In May, the full details including timelines and budget breakdown will be presented.

More details of the proposed Work Program priorities are available in the presentation posted on the committee website here: https://www.mwcog.org/events/2017/?F_committee=120

In response to questions, Ms. Desimone explained that Clean Air Partners (CAP) is a separate organization with its own board, but COG and CAP work together to cross promote issues and events. MWAQC focuses on policy and local member support, while CAP conducts public education and outreach.

Chair Riemer expressed his support for creating goals outside of the SIP process that the committee can strive towards, since even at 70 ppb, ozone causes negative health impacts to our communities. The committee can support each other on local measures like idling, as Maryland and Montgomery County are doing.

Members discussed setting a qualitative goal for regional air quality. Members agreed that staff should draw from existing efforts including the Gold Book, the Regional Action Plan, and the Multi-Sector Working Group recommendations to identify local measures to improve air quality. ACPAC supported the concept.

4. OPPORTUNITIES FOR LOCAL PROGRAMS – PRIORITIES FOR 2017 AND REGIONAL SUCCESSES

Steve Walz, COG Environmental Programs Director

Ira Dorfman, Greater Washington Region Clean Cities Coalition Director

Wayne Killen, Electrify America, Senior Director, Charging Infrastructure Planning and Operations

Leah Boggs, COG Environmental Planner

Jen Desimone, COG Air Program Chief

Mr. Walz provided some history on the measures developed in the SIPs, the gold book, the regional action plan, the Climate Action Plan, and the Multi-Sector Workgroup. In January, the COG Board accepted the recommendations of the Multi-Sector Working Group which included actions that are implementable locally, regionally, or at the state/federal level such as increased energy efficiency in buildings and infrastructure, reducing solid waste emissions, increased use of distributed renewable energy resources, and reducing emissions from non-road equipment. The land use strategy recommendation recognizes the relationship between land use, transportation, forest conservation, and emissions (both greenhouse gases and other air pollutants). Transportation recommendations span alternative fuels, improving operations and transit, and other state measures.

SIPs contain contingency measures that can be implemented in case the standard is not met. These often draw from Ozone Transport Commission model rules to be implemented at the state level. Several Gold Book measures are also in the Climate Action Plan. In the energy sector, these include green power purchasing, green purchasing, high performance buildings, district energy, microgrids, and geothermal energy. Transportation and land use actions include urban heat island mitigation, cool roofs, eco-driving, non-polluting forms of transportation, alternative fuel and electric vehicle programs, and parking management activities.

Mr. Dorfman reported that the Greater Washington Region Clean Cities Coalition is one of 100 clean cities programs across the country. There is also one in Maryland and Virginia. GWRCCC is a 501c3 nonprofit organization with multiple stakeholders including MWCOC, District of Columbia, Washington Gas, DC Water, and several NGOs. 2017 initiatives consist of working with MWCOC on the Fleets for the Future program, working with the Federal Highway Administration on an Alternative Fuels Corridor project, and employing VW Settlement funds. One promising initiative aims to connect DC Water's state-of-the-art biogas production to the methane pipeline, and another involves finding

funding for a compressed natural gas passenger ferry. GWRCC is researching the air quality benefits of replacing locomotive and marine engines with alternative fuels in the region.

GWRCCC is also working on a regional school district initiative to promote propane and biodiesel buses. The technologies and the economics have improved. Studies analyzing the impacts of diesel exhaust on school children are alarming. Virginia's Clean Cities Coalition is conducting a pilot project on electric school buses.

Chair Riemer suggested that the committee explore the school bus opportunity further.

Jeff King added that MWCOC submitted a tri-state proposal to help broker site installation agreements of the VW Settlement funds in the region. Thank you to those who provided information for the application. VW's plan for the use of funds has not yet been approved by the EPA and the CARB Board.

Wayne Killen is a senior director of Electrify America, the organization that will manage the charging infrastructure portion of the VW Settlement funds over the next two years. The Washington region is one of the top sixteen markets for electric vehicles. Electrify America is developing methods for identifying ideal locations for public charging stations such as along I95, rest stops, within ¼ mi. of stores, etc. Projections indicate that two-thirds of new vehicles sold in 2020 will be electric. The number of VW electric vehicle models available will triple by 2020. Chargers will be very fast on the freeways to reduce charging time. Electrify America will be planning with organizations such as MWCOC to help identify sites, remove red tape and work with public utility commissioners to implement charging stations. Smart pricing will be needed to fund the electricity production and infrastructure (transformers, meters, access to the power system) for charging vehicles. Electrify America will own the equipment but the operators will benefit from it. One of the host benefits is increased traffic. Another idea is to locate DC Fast charging stations next to a showroom in an urban location to enhance EV uptake.

Ms. Turner shared that MDOT is meeting with PG&E and Pepco this afternoon to coordinate on power issues related to EV infrastructure. Ms. Bulova shared that the Northern Virginia Regional Commission is hosting a meeting to help streamline permitting to help the region be prepared to take advantage of the opportunity.

Note: Leah Boggs' presentation on Fleets for the Future and Jen Desimone's discussion of the Diesel Idle Reduction Campaign will be included at a future MWAQC meeting due to time constraints.

5. STATE AND LOCAL REPORTS

- DC: Ms. Beall said that the District of Columbia Department of Energy and Environment (DOEE) recently proposed revisions to permit regulations to increase Title V annual fees and establish permit application fees, setting up a synthetic minor permitting program. The comment period closes on March 24. DOEE has contracted with a company to conduct a study on airplane noise from National Airport. They are holding a community meeting tonight at Rose Hardy Middle School on the issue.
- MD: Mr. Hug said that he discussed Maryland's recommendations for meeting the 70ppb ozone standard at the last TAC meeting. The governor was asked to signed a letter to EPA with their recommendations but has not yet signed it, although the governor decided to ask EPA to

keep the non-attainment area the same. Maryland is working through MDOT and the Governor's office in coming up with a plan for the VW funds and the Climate Change Commission is active – including the adaptation workgroup. This years' first commission meeting is in April.

- VA: Mr. Ballou shared that Virginia is also revisiting Title V fees. A proposal is going to the Air Board next week to increase fees to support the program. Virginia is looking at several sources in the Northern Virginia area as part of reasonable control technologies and are in serious negotiations with the sources to produce significant reductions. This could be part of COG's goals. DEQ put together a draft mitigation plan for informal comment and review and is still taking comments.

6. ADJOURNMENT