



AIR AND CLIMATE PUBLIC ADVISORY COMMITTEE

September 19, 2016
5:30 - 7:30 P.M.
COG Meeting Room 4/5

MEETING SUMMARY

ACPAC MEMBERS:

- Glenna Tinney
- Gretchen Goldman
- John Howes
- Andrew Kambour
- Robin Lewis
- Sarah Mazur
- Gabriel Thoumi
- Tamara Toles - O'Laughlin (Phone)

STAFF:

- Maia Davis
- Aaron Waters

1. CALL TO ORDER, AGENDA, MEETING SUMMARY APPROVAL AND INTRODUCTIONS

Glenna Tinney, ACPAC Chair

The meeting agenda was approved without changes. There was no meeting summary to approve.

2. WASHINGTON REGION AIR QUALITY UPDATE

Sunil Kumar, COG Environmental Programs

The National Ambient Air Quality Standards (NAAQS) were established by the United States Environmental Protection Agency under authority of the Clean Air Act and apply to outdoor air throughout the country. The NAAQS standards relate to the ambient levels of the following pollutants: sulfur dioxide (SO₂), nitrogen oxides (NO_x), lead (Pb), particulate matter under ten micrometers (PM₁₀) and under 2.5 micrometers (PM_{2.5}), carbon monoxide (CO) and ground-level ozone (O₃). The three main pollutants that are monitored are O₃, PM_{2.5}, and CO. This region is currently in attainment status for CO and PM_{2.5}; however, the Metropolitan Region is in non-attainment status for the pollutant ozone.

For ozone, the region is currently meeting the 2008 standards and is very close to meeting the 2015 standards. The 2008 8-hour ozone standard was set at 75 parts per billion (ppb). In 2012 the region was designated as marginal non-attainment based on this standard. In 2015, data showed that the region is meeting the standard. A new, stricter, 70 ppb standard was published in 2015. Based on 2014-2016 data, the region is expected to be designated as marginal non-attainment under the new standard.

The region is currently in attainment status for the annual PM_{2.5} standards of 12 µg/m³. While maintenance plans are still in effect, transportation conformity is no longer required. There have been zero PM_{2.5} exceedance days since 2013. The region is well below the old and new standard for PM_{2.5} since 2009. Data shows the region's annual fine particle level is around 9.4 ppb, well within the new standard.

The region is currently classified as a CO maintenance area, and the region has met CO standard for 20 years.

There are 14 air quality monitoring stations in the region. The Air Quality Index (AQI) uses color codes to communicate air quality status to the public. The AQI has been updated to reflect the latest standards. For ozone, during 2016, there were zero code red days, 11 code orange days, 70 code yellow days, and 79 code green days for the region. The number of ozone exceedance days has been in decline since 1997. The improvement in regional air quality can be attributed to various federal, state and local policies and programs such as: acid rain program, vehicle maintenance program, renewable energy programs, MD Healthy air act, VA CSAPR Rule, HD Diesel vehicle rule, NOx SIP call, Clean air Interstate rule, Ozone transport commission rules, Low VOC paints, and gas can replacement. MWAQC is currently updating the ozone maintenance plan, and working towards attainment of 2015 standards.

Discussion

- The monitors that are showing code orange in southern Maryland are in Charles County. These are high because of emissions from the transportation sector.
- Baltimore has a unique geography due to the bay. The bay can help channel emissions away from the area, but as winds shift, the emissions return.
- DC currently has a single PM_{2.5} monitor, installed in June, 2015. There will be a new monitor near route 50, but as of now, there are no plans for replacing, changing, or adding additional monitors.

3. ENVIRONMENTAL JUSTICE DRAFT TOOLKIT DISCUSSION

Glenna Tinney, ACPAC Chair

Current development of the draft toolkit reflects submissions by ACPAC members as of this meeting. Case studies were supposed to be compiled using a standardized template. While the document is in development, the recommendation is that members that have not contributed should add the missing pieces.

Discussion

- Overviews should not be formatted in the same way as the case studies. Ultimately, the case studies will need to be connected to the topics covered in the main body of the toolkit. The promising practices will be more holistic in nature, as opposed to the specific case studies. During formatting, call-out boxes can be used to highlight the promising practices. COG has an official report format that can be used during the construction of a final draft. The toolkit

will be issued in a report format once it is complete, however, the report should be able to link to the exterior sources which are referenced within the toolkit.

- The need for the differentiation between case studies and promising practices is that within the EJ community, case studies are strictly defined as examples of EJ in action. The case studies do not need to always have a positive conclusion. The jurisdictions that will be using this toolkit should have the opportunity to learn from the missteps of others. Showcasing the key components could be a valuable way to grab stakeholders' attention.
- Due to the design of the new COG website, new web pages must be formatted before being added as new content. In COG publications, it is possible to route online traffic through a page for each document, therefore allowing future documents to be added to the toolkit page as addendums to the larger toolkit.
- Concerning the finance option, there is little information that fits the mold of the EJ thematic toolkit. Finance could fit well within a "government tools" section. There is a financier named Majora Carter in the Bronx which could be highlighted as case study for this section. The finance section needs to be condensed from its current form, and one option could be the addition of an appendix to showcase the various creative financing options available to the EJ community.
- Once the draft is completed, COG staff will need at least two weeks to review the document before it is shared with remaining committees and stakeholders. In the near future case studies and promising practice examples will be added from COG's transportation department.
- The ACPAC members need to work together to fill in the gaps of the missing case studies for the report. As the next version of the draft needs to be ready by October 1st, current submissions need to be sent to Tamara within one week from the date of this meeting.
- Following the completion of the draft, the next big task will be reaching out to EJ advocates for feedback. They could be invited to the next ACPAC meeting, or, if they are unable to make that, ACPAC members can personally reach out to these organizations to walk them through the document to solicit feedback. The latter could be more effective as this is an election year and the advocacy groups will most likely be very busy. The agreed upon plan of action is to send the completed draft toolkit out to these groups so that they can review it and provide feedback at a later date. ACPAC agreed that the document needs to be more polished before it is released to the general public.

4. CLIMATE ACTION PLAN UPDATE KICK-OFF AND FEEDBACK

Maia Davis, COG Environmental Programs

COG is seeking feedback on these initial 2017-2020 Climate Action Plan (CAP) Update documents. The dashboard was designed to track progress across sectors. It shows how COG is making progress. The data can be parsed out to the local level. ACPAC was asked for feedback on whether the goals in the dashboard reflect the correct regional priorities, and if the timeline is adequate. If members feel any aspect is missing, that is also helpful feedback. In the document showing a menu of climate, energy, and environment action ideas will be honed down in October to focus in on priority actions. In November, a draft of the plan will be presented to the larger committees considered for adoption. Copies of the plans that were referenced in the formulation of this document can be made available to members. Feedback should be provided by the end of the month.

[Discussion/Feedback](#)

- Could the EV dashboard section be put into perspective (hybrid vs plugins vs EV) in terms of total car ownership?
- Can job growth or economic impact be correlated with reduction in emissions?
- Air quality and water issues were not included as specific components within this plan.
- Item #58a from the menu of options could be considered as a component of item #59.
- Feedback should be mindful of the specific language concerning equity and health portion within the report and possibly should include checking correct wording to include race instead of just underserved populations.
- This can now be shared with local jurisdictions and should be presented as research that will feed into the final addition of the CAP.

5. ADJOURN

The next meeting is scheduled for October 17th, 2016.

Reasonable accommodations are provided upon request, including alternative formats of meeting materials. For more information, visit: www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD)