



METROPOLITAN WASHINGTON AIR QUALITY COMMITTEE (MWAQC)

February 22, 2023
12:00 P.M. – 2:00 P.M.
Webinar Meeting

Chair: Anita Bonds, District of Columbia

MEETING SUMMARY

MWAQC MEMBERS AND ALTERNATES

- Anita Bonds, District of Columbia (Chair)
- Kenny Boddye, Prince William County (Vice Chair)
- Tom Dernoga, Prince George’s County (Vice Chair)
- Victor Angry, Prince William County
- Tom Ballou, Virginia Department of Environmental Quality
- Michele Blair, City of Laurel
- Collin Burell, District of Columbia
- Kate Dorle Feingold, City of Fairfax
- Shauna Fulcher, City of Takoma Park
- Jason Groth, Charles County
- Dawn Hawkins-Nixon, Prince George’s County
- Joseph Jakuta, District Department of Energy and Environment
- Takis Karantonis, Arlington County
- Keith Levenchenko, Montgomery County
- Kirk McPike, City of Alexandria
- Shannon Moore, Frederick County
- Jim Ponticello, Virginia Department of Transportation
- Maria Sinner, Virginia Department of Transportation
- Dave Snyder, City of Falls Church
- Kari Snyder, Maryland Department of Transportation
- Roger Thunnel, Maryland Department of the Environment

- Sonia Vasquez Luna, City of Manassas
- Kristen Weaver, City of Greenbelt

OTHERS

- Tad Aburn, Citizen
- Julie Briskman, Loudoun County
- Sophia Cortazzo, Maryland Department of Transportation
- Russell Dickerson, University of Maryland
- Richard Dooley, Arlington County
- Julie Kimmel, Air and Climate Policy Advisory Committee Vice Chair
- Regina Moore, Virginia Department of Transportation
- Bill Pugh, Coalition for Smarter Growth

COG STAFF

- Leah Boggs, COG Department of Environmental Programs
- Jen Desimone, 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
- Erin Morrow, COG Department of Transportation Planning
- Wanda Owens, COG Department of Transportation Planning

- Jane Posey, COG Department of Transportation Planning
- Dusan Vuksan, COG Department of Transportation Planning

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

Anita Bonds, MWAQC Chair

Chair Anita Bonds called the meeting to order, and the November MWAQC meeting summary was approved without any changes.

2. COMMITTEE REPORTS

MWAQC Technical Advisory Committee (TAC) – Tom Ballou (VDEQ)

MWAQC-TAC held a call on February 7:

- TAC discussed the ozone planning process for developing a 2008 Ozone Maintenance Plan Update (see Agenda Item 4 for more information).
- Frederick County presented their Electric TransIT Bus Program to the committee.
- COG staff briefed the committee on the proposed revision to EPA's Fine Particulate Matter (PM) Standard, which is currently out for public comment.

Air and Climate Public Advisory Committee (ACPAC) – Leah Boggs (COG Staff)

ACPAC held a webinar meeting on January 23:

- The MWAQC Executive Committee has recently approved ACPAC's full committee formation. Two vacancies were filled: one in DC and one in Virginia.
- ACPAC had a new officers subcommittee charged with developing a list of nominees for 2023 committee leadership. The nominees were presented and voted on at the January meeting. Former Vice Chair, Era Pandya, was elected to ACPAC Chair for 2023. Julie Kimmel was elected Vice Chair.
- ACPAC discussed committee priorities for 2023. Committee priorities will include the 2023 Climate and Energy Leadership Awards Program, ozone planning, and tracking regional implementation of the 2030 Climate and Energy Action Plan and how equity is included in its implementation. Additionally, ACPAC is seeking to update the 2017 [Environmental Justice Toolkit](#). A proposal for the update was presented to MWAQC (see Agenda Item 6).
- The next ACPAC meeting is March 20, 2023.

Clean Air Partners – Jen Desimone (COG Staff)

Clean Air Partners have been involved in the following:

- Clean Air Partners is in the process of planning this year's summer campaign. The campaign will be kicked-off during Air Quality Awareness Week, with a new Backyard Bubble exhibit. The exhibit will be on display at a high-traffic location associated with lawn and garden care, like a hardware store or gardening show, and will educate the public about ways to reduce emissions related to lawn and gardening. In addition to the exhibit, there will be a week-long campaign that will include giveaways, such as electric lawn and garden equipment.
- The month of August will be designated as Ozone Action Month. To heighten awareness during the hottest time of the summer, Clean Air Partners will be traveling around the Baltimore-Washington region with their interactive Eco-Driving exhibit (car bubble) to educate residents on how to reduce vehicle emissions. In addition to the Eco-driving exhibit, there will be two additional pop-up events to include a tire pressure demonstration, clean/dirty air filter display, and wall with clean air tips.

Climate, Energy, and Environment Policy Committee (CEEPC) – Tim Masters (COG Staff)

CEEPC held an event at the Washington Auto Show on January 19:

- CEEPC hosted the Accelerating Action on Electric Vehicles event at the 2023 Washington Auto Show Public Policy Day on January 19. There were over 75 attendees, with representation from different sectors. Main Takeaways:
 - Safety – Attendees expressed concerns over personal safety at electric vehicle (EV) Charging Stations as a barrier to EV adoption that needs to be made a priority.
 - Education – To increase public adoption of EV's, communities need better access to quality educational resources.
 - Equity – It is the role of local governments to have equity built into every step with the consideration that access to charging isn't equity if the community can't afford to purchase an EV or afford charging fees.
- The Regional Electric Vehicle Deployment (REVD) Working Group will hold its first meeting on March 16, 2023 at 10am. EV deployment is a priority of the COG Board and they launched this working group as a subcommittee of CEEPC to support community deployment of EV and Electric Vehicle Supply Equipment (EVSE).
- The Board also called for the launch of an [EV Clearinghouse](#). The Clearinghouse includes regular updates of grants, funding opportunities, and incentives available to local jurisdictions; the District of Columbia, Maryland, and Virginia state laws and regulations related to EVs and EVSE, and a charging station map for the region.

3. LOCAL AND STATE UPDATES

Local Members and State Air Agencies

- Roger Thunnel (Maryland Department of the Environment) said that MDE is in the process of selecting a new Secretary.
- Sophia Cortazzo (Maryland Department of Transportation) informed the group that the Chair of COG's [Regional Electric Vehicle \(EV\) Deployment Working Group](#) will be represented by MDOT.
- Dawn Hawkins-Nixon (Prince George's County) said that Prince George's County has established a Climate Action Implementation Task Force that will work to advance the recommendations of the County's Climate Action Plan.
- Jason Groth (Charles County) said that Charles County is currently working with COG and consultants to develop the County's Climate Action Plan.
- Joseph Jakuta (District Department of Energy and Environment) said that DOEE finished their public comment period regarding the adoption of the Advanced Clean Cars II rulemaking. This rulemaking proposes the adoption of zero emission vehicle (ZEV) provisions in addition to the criteria pollutant emissions standards. This includes phasing out the purchase of fossil fuel cars in 2035. DOEE will be reviewing the comments and are looking to finalize the regulation this year, so that it will be applicable to model year 2027 vehicles.
- Kirk McPike (City of Alexandria) informed the group that Ryan Freed has joined the City of Alexandria as their new Climate Action Officer.
- Kenny Boddye (Prince William County) said that Prince William County is in the process of developing their Community Energy Sustainability Master Plan. The summer will be dedicated to community outreach and engagement, with the County Board of Supervisors looking to adopt the plan later this year. The County also established their Joint Environmental Task Force between the County government and Public Schools system. The Task Force will oversee joint efforts related to sustainability.
- Julie Briskman (Loudoun County) said that Loudoun County endorsed their new Energy Plan on February 21. Development of this plan was the first task assigned to their new Environmental

Commission.

- Dave Snyder (City of Falls Church) informed the group that the City of Falls Church is currently working on their Climate Action Plan.
- Tom Ballou (Virginia Department of Environmental Quality) said that VDEQ is planning to be heavily involved in the various funding opportunities under the Inflation Reduction Act (IRA) with regard to clean air and climate planning.

4. UPDATES ON AIR QUALITY PLANNING ACTIVITIES

Sunil Kumar, COG Environmental Engineer

A. 2008 and 2015 Ozone Standards Update

The U.S. Environmental Protection Agency (EPA) designated the Washington region as an Attainment area for the 2008 Ozone National Ambient Air Quality Standard (NAAQS) after it approved the region's maintenance plan and motor vehicle emissions budgets. The Washington region is currently working on an update to the 2008 Ozone Standard Maintenance Plan. Mobile inventories are being updated for the years 2025 and 2030. This is needed to demonstrate conformity. No changes are expected to be made to inventories for other sources (point, nonpoint, and marine, airport, and railroad). States and COG staff are coordinating with EPA on this. MWAQC will be requested to approve the updated draft maintenance plan document at its May 24 meeting for public hearing and comment purposes. The Washington region's 2021 and 2022 data shows compliance with the 2015 Ozone Standard. EPA proposed a clean data determination (CDD) on February 1, 2023. The CDD allows the region to submit a redesignation request for attainment. The region will begin developing a maintenance plan later this year. The 2015 Ozone Standard maintenance plan will provide the region with a new set of MVEBs applicable to the above standard and closes the book on this standard.

B. EPA's Heavy Duty Vehicle Standards – Final Rule

EPA announced the final rule for new heavy-duty engine and vehicle standards called "Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards" on December 20, 2022. This rule will further reduce air pollution, including ozone and particulate matter (PM), from heavy-duty engines and vehicles by reducing nitrogen oxide (NOx) emissions starting in MY 2027. The rule includes new, more stringent emissions standards that cover a wider range of heavy-duty engine operating conditions compared to today's standards. MWAQC, TPB, and CEEPC submitted comments in favor of this rule. As part of its "Clean Truck Plan", EPA intends to propose two additional rulemakings in March 2023. First, a proposal for the heavy-duty greenhouse gas (GHG) standards "Phase 3" rule for Model Years (MY) 2027 to 2032. Second, multipollutant standards proposal for light and medium-duty vehicles for MY 2027 to 2032.

C. Revised National PM2.5 Standard

EPA published its proposal to revise PM NAAQS on January 27, 2023. This proposal follows EPA's decision to reconsider its December 2020 decision to retain the PM NAAQS and is based on the latest available scientific and technical information, which indicates that the existing standards may not provide adequate protection. EPA is proposing to revise the primary annual standard for PM2.5 from 12 µg/m³ to within the range of 9 – 10 µg/m³. EPA is soliciting comments on revising the level as low as 8.0 µg/m³ and up to 11.0 µg/m³. EPA is proposing to retain all other PM standards. EPA is also proposing to revise the Air Quality Index (AQI) to improve public communications about the risks from PM2.5 exposures. Additionally, EPA is proposing to make changes to the monitoring network to enhance protection for at-risk communities overburdened by air pollution. The public health benefits are valued at as much as \$17 billion in 2032 for an annual standard level of 10 µg/m³, and as much as \$43 billion in 2032 for an annual standard level of 9 µg/m³. The standard would also result in an estimated 4,200 avoided premature deaths and 270,000 avoided lost workdays in 2032.

5. THE STATE OF OUR AIR – WHAT DOES THE LATEST RESEARCH SHOW?

Russell Dickerson, University of Maryland

The state of the metropolitan Washington region's air has changed greatly over the past decade including tremendous improvements in pollution levels. Regional air quality expert, Russell Dickerson briefed members on his latest research and analyses. Mr. Dickerson shared some of the work and collaboration with NASA to study air pollution. He highlighted the significant impact of criteria pollutants on human health, noting that in recent years it is responsible for more deaths than AIDS, tuberculosis, malaria, and armed conflicts combined. Despite some success in reducing certain pollutants like lead and acid rain, air pollution remains a major concern, particularly for respiratory diseases. The good news is that there have been major improvements in reducing emissions of nitrogen oxides, sulfur dioxide, and carbon monoxide, largely due to better control measures and technological advancements. There is a clear correlation between cleaner air and improved health outcomes, with a number of studies showing reductions in respiratory diseases as air pollution decreases. More work is needed to achieve cleaner air, especially with the challenges posed by ozone formation, which is influenced by many factors, including climate change. While progress has been made, there are still challenges to overcome. Increasing population, rising vehicle miles traveled, and the potential expansion of industries and agriculture could all negatively impact air quality. Additionally, the 'Climate Penalty Factor' has a big impact; as the planet gets warmer, ozone levels tend to increase. Reducing nitrogen oxide emissions can help mitigate this effect. There is a great need for continued research, policy action, and cleaner technologies to ensure better air quality and public health.

Discussion:

- The urban heat island effect is a very important issue because the hotter it is, the more ozone is produced, both on the regional and the local scale. If the temperature can be lowered, it is possible to slow down the rate of ozone production. Tree planting is a good strategy to reduce the urban heat island effect. It's possible to measure the urban heat island effect from space and pinpoint where the problems are and where trees might be the most effective. Converting a parking lot into a park also results in a cooling effect and this can also be good for water quality. The water will go into the trees and go through transpiration and that will lower the temperature. However, this can also raise the humidity. There are a lot of factors that go into the urban heat island effect. Even what lies upstream can make a huge impact. There's a paper that modelled the impact of bulldozing Columbia, Maryland, and turning it back into the forest that it was a few decades ago. This had a substantial beneficial effect on the urban heat island downstream in Baltimore. Maintaining tree cover outside of cities is just as important as planting trees in the city.
- The National Oceanic and Atmospheric Administration (NOAA) has been funding much of the work in meteorological data, but work is ongoing to have this fully analyzed. Once completed, it will be available in the public domain.

6. ACPAC PROPOSAL ENVIRONMENTAL JUSTICE TOOL

Julie Kimmel, ACPAC Vice Chair

The Air and Climate Public Advisory Committee's (ACPAC) Vice Chair, Julie Kimmel, presented a proposal to update the Environmental Justice (EJ) Toolkit. Equity and EJ were identified as top priorities for COG, leading to the creation of the original toolkit in 2017. Since then, EJ has remained a significant focus for COG, with efforts to incorporate equity into the 2030 Climate and Energy Action Plan and the COG Board of Directors Planning Framework for 2030. The initial toolkit aimed to provide guidance to policymakers on integrating equity into planning and policy decisions, with the overarching goal of mainstreaming EJ into public planning and programs.

The objective of the update is to improve the utility and relevance of the document by providing in-practice examples, recommendations, and best practices, as well as incorporating the latest

developments in research and tools. This update would also feature further engagement with the inclusion of grassroots organizations in the review process. Additionally, definitions for Distributional Equity and Climate Justice would be added, and examples of funding opportunities and mechanisms would also be included. The timeline for the toolkit update was outlined, with the goal of gaining approval from MWAQC and CEEPC by the end of March. The initial stages of development have already begun, with an outline being created for the sections to be included in the new toolkit. The aim to complete the update by Fall 2024. ACPAC is seeking approval for the proposed update of the EJ toolkit from MWAQC.

Action: MWAQC voted to approve the proposal (unanimously).

7. LEGISLATIVE UPDATE

Tim Masters, COG Environmental Planner

Tim Masters provided an overview of the CEEPC Legislative Committee. Each year, CEEPC's Legislative Committee tracks legislation in the District, Maryland and Virginia and advocates for legislation that aligns with the COG Board's [Legislative Priorities](#). The CEEPC Legislative Committee advocates for legislation that will further the goals and targets laid out in the 2030 Climate and Energy Action Plan. In the 2023 sessions, the CEEPC Legislative Committee is largely focused on continuing to support initiatives that are aligned with COG's legislative priorities by providing comment letters on items that support the deployment of renewable energy and EV infrastructure, EV adoption, and building energy efficiency retrofits. The Virginia and Maryland sessions convened on January 11, 2023. The Virginia session adjourns on February 25, 2023, while the Maryland session is set to adjourn on April 10, 2023. The District of Columbia has a 2-year session that started in January 2023.

In the District, the CEEPC Legislative Committee is tracking the Electric Bicycle Incentive Kickstarting the Environment ("E-BIKE") Act of 2023, the Healthy Homes and Residential Electrification Amendment Act of 2023, and the Comprehensive Electric Vehicle Infrastructure Access, Readiness, and Sustainability Amendment Act of 2023. In Maryland, the committee has been tracking the Clean Truck Act of 2023, a couple of bills aimed at extending the State's Electric Vehicle Recharging Equipment Rebate Program, as well as the County and Municipal Street Lighting Investment Act. The committee will likely comment in support of these pieces of legislation. In Virginia, the committee has already sent a number of comment letters in opposition to or support of various bills, as adjournment is coming up soon. The committee has opposed a number of bills aimed at rolling back climate progress by weakening the Virginia Clean Economy Act (VCEA), increasing the Commonwealth's dependence on fossil fuels, and repealing Virginia's Clean Car Standards. Fortunately, most of these bills failed, with the exception of HB 1643 / SB 1121 (classifying coal mine methane as renewable energy – although the passed version no longer attempts to do this) and HB 2026 / SB 1231 (removing the requirement to retire biomass-fired facilities by December 31, 2028). The committee also supported bills to expand EV charger deployment and clean energy in Virginia, but these bills have also failed.

8. ADJOURN

Kenny Boddye, MWAQC Vice Chair

Vice Chair Kenny Boddye adjourned the meeting. The next MWAQC meeting will be in-person on May 24, 2023.