



Metropolitan Washington Air Quality Committee (MWAQC)

MEETING SUMMARY: MAY 24, 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\*  
Tina Casey, District of Columbia\*  
Michael DeMarco, City of Fairfax\*  
James Davenport, Prince Williams County\*  
Stan Edwards, Montgomery County\*  
Gretchen Goldman, ACPAC Chair  
Brian Hug, Maryland Department of the Environment  
Peter Kovar, Takoma Park  
Leta Mach, City of Greenbelt  
Del Pepper, City of Alexandria (Vice Chair)  
Hans Riemer, Montgomery County (Chair)  
Jim Ponticello, Virginia Department of Transportation  
Kathy Smith, Fairfax County\*  
Ram Tangirala, District of Columbia\*  
Colleen Turner, Maryland Department of Transportation  
Deni Taveras, Prince George's County  
Brandon Todd, District of Columbia (Vice Chair)

**OTHERS IN ATTENDANCE:**

Alex Brun, Maryland Department of the Environment\*  
Alexandra Catena, District of Columbia Department of Energy & Environment  
Kari Snyder, Maryland Department of Transportation

**COG STAFF IN ATTENDANCE:**

Amanda Campbell, COG Environmental Programs  
Maia Davis, COG Environmental Programs  
Jen Desimone, COG Environmental Programs  
Jeff King, COG Environmental Programs  
Sunil Kumar, COG Environmental Programs  
Steve Walz, COG Environmental Programs Director

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

Chair Riemer opened the meeting at 12:00pm. The meeting summary from the March 2017 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 met May 9 and discussed the 2017 air quality forecast protocol, the ozone season summary and the status of the 2008 Ozone redesignation request and maintenance plan. TAC also discussed TPB's letter to MWAQC regarding the mobile emissions budget levels for VOCs and NOx in the 2008 ozone maintenance plan. TAC discussed the FY18 Work Program and Budget and heard the Clean Products Market Study results. TAC discussed funding for the Diesel Idling Reduction campaign.

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

ACPAC is finalizing the Environmental Justice Toolkit which is slated to be presented to MWAQC at the joint meeting with the Climate, Energy, Environment Policy Committee in July. ACPAC discussed local measures at recent meetings, and prefers measures that bring the most health benefits for the cost and that help underserved communities. The committee discussed measures such as alternative fuel vehicles including school buses and taxis, idling reduction, and bikeshare benefits. The Climate Leadership Awards applications are accepted through June 23 and ACPAC encourages everyone to apply and spread the word.

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

CAP kicked off this ozone season with air quality awareness week – in the first week of May – with a social media campaign that focused on the air quality color code system. They attended several local events, including the USGS Earth Day expo, Bike to Work Day, and Howard County Green Fest. CAP conferred 18 science fair awards throughout the COG and Baltimore regions. Poster contest winners came from Fairfax, Loudoun, Anne Arundel, and Montgomery Counties. Several businesses were recognized for their contributions to air quality including Grid Alternatives, COPD Foundation, and Lyft. All the awardees were recognized at CAP's Annual Awards event and 20<sup>th</sup> anniversary celebration in May. CAP has several new board members.

**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:

**A. Developing the emissions inventory for the 2008 Ozone Maintenance Plan and the base year inventory for the 2015 ozone NAAQS. Beginning to work towards meeting the standard.**

The 2008 Ozone Redesignation Plan should be finalized by the end of 2017. MWAQC will be asked to approve the plan for public comment at the July meeting.

**B. Working with local members to implement control programs, such as the Diesel Idle Reduction Campaign**

Funding levels for FY18 are the same as FY17, except for the addition of the Diesel Idle Reduction Campaign, which is not yet fully funded. This is a public outreach campaign that ran a few years ago. COG is working to identify funding that would consist of 1/3 funding from the Transportation Planning Board, 1/3 from State Air Agencies, and 1/3 from Local Agencies.

The local measures support tasks include examining past plans such as the Gold Book, Climate Action Plan, Control Measures, Multi-Sector Working Group report, and the Regional Action Plan to identify a list of five to ten priority, high-impact local measures to focus on improving air quality. TAC would review the list and identify 1 or 2 actions to promote and implement in the near term.

**C. Commenting on transportation conformity**

This entails commenting on the Constrained Long Range Transportation Plan and off-cycle analysis.

**D. Supporting outreach**

Outreach is an important part of MWAQC's work program, and includes supporting ACPAC, connecting with the media, and developing materials to tell our story. Part of this effort will include publishing an updated Air Quality Trends report by the end of the summer.

The MWAQC Budget Committee reviewed the work program, TAC provided feedback in May, and now MWAQC is asked to provide formal approval of the work program.

Chair Riemer shared his vision that the region should focus on advancing new ideas to improve air quality beyond the SIP regulatory framework. He is interested in discussing an evaluation on what would need to be done to reach all code green days similar to a What Would It Take (WWIT) study.

Ms. Turner and Mr. Ballou cautioned that a study on WWIT to get to code green would require extensive calculations and modeling expertise and would require a lot of time and expense to complete, similar to the process of demonstrating attainment. About 70% of emissions come from outside the region. Ms. Turner advised using language such as 'toward code green days' rather than creating a goal. Mr. Ballou advised against setting a goal that is unrealistic and a set up for failure.

Ms. Mach asked about the results of the Diesel Idling Campaign, and if it could be applied to school buses. Ms. Desimone said that a report details the results. Focusing on the same issue would greatly reduce the cost of the campaign since the materials and methods have already been developed.

Mr. Agazi shared his support for developing a menu of options rated qualitatively by cost and scale. He also suggested an analysis on "What We Can Do" instead of WWIT.

Mr. Walz stated that ACPAC members, with their backgrounds and expertise in these areas, could help outline a scope of work for the two proposed studies: A) a qualitative evaluation of local actions and B) a larger modeling study on what we can do to maintain all code green days. Mr. Walz suggested adding the language to the Work Program on p. 8 after item 3, "staff will work with ACPAC members to develop a qualitative analysis to determine what actions would be needed to go beyond minimum standards towards achieving all code green days." Funding of future analysis is to be determined based on workload.

Staff will first talk to ACPAC about their schedules and hear their feedback. ACPAC would probably start this work in the fall after the Environmental Justice Toolkit and the Climate Awards judging is completed. The qualitative work can be supported within the current local measures and public outreach item in the FY18 work program. TAC and MWAQC would review what ACPAC puts forward.

The FY18 Work Program and Budget was approved unanimously.

**4. CLEAN PRODUCTS MARKET STUDY** (*Amanda Campbell, COG Environmental Planner, Christine Ng, Ramboll Environ Senior Manager*)

As part of the maintenance plan for the 1997 fine particle standard, the region agreed to complete an analysis to explore if market forces result in cleaner products being distributed across the region even when the regulations for the cleaner products have only been adopted in part of the region. Ramboll Environ was hired to complete the analysis for residential heating oil and automotive coatings, which both have stricter regulations in effect in Maryland and the District of Columbia.

After conducting a survey of manufacturers and distributors for auto paints, Ramboll concluded that although some low VOC paints were sold in Virginia based on customer demand, it would be difficult to document a consistent result to apply for SIP credit. The contractors found that the content of residential heating oil was influenced by the types of fuels available from local pipelines and barges. An estimated 61-77% reduction in SO<sub>2</sub> and PM<sub>2.5</sub> resulted from cleaner fuels fed to the pipelines that also serve the more tightly regulated northeast states. Yet fuel oil markets are declining, affects fine particles more than ozone, and is emitted in the winter months outside of the ozone season.

Members discussed whether to pursue SIP credit for auto paints and heating oil, and recommended that it would not be worth pursuing at this time.

**5. 2017 OZONE SEASON AND REFRESHER ON THE NEW OZONE STANDARD** (*Sunil Kumar, COG Environmental Engineer*)

In October 2015, EPA announced a new primary and secondary 8-hour ozone standard of 70ppb to protect human health and reduce ecological and agricultural effects. Final designations will be made October 1, 2017 based on 2014-2016 data. So far this year, the region has experienced 3 code orange days and 16 code yellow days due to ozone pollution. The Beltsville monitor showed the highest readings of ozone levels on the three code orange days. All three days saw high

temperatures, sunny skies, light winds, ozone build-up on previous days. Both local and southern Mid-Atlantic emissions contributed.

COG recalculated previous air quality levels under the 2015 ozone standard. Ozone exceedances have been decreasing over the last 20 years. Over time, fewer days above 90F have resulted in air quality exceedances due to decreasing overall emissions. Federal, state, and local programs have helped reduce emissions. Still, the region is likely to be designated as marginal non-attainment for the 2015 ozone standard. Members can sign up for air quality alerts and see real time forecasts at <http://www.cleanairpartners.net/>.

## 6. STATE AND LOCAL REPORTS

- DC: Ms. Beall mentioned the bills proposed in the US House and Senate to extend the time for EPA to implement the 2015 ozone standard. Connecticut government organized a letter opposing the bills, and the District of Columbia signed on.
- MD: Mr. Hug said that Maryland has been discussing the potential delay of the 70ppb standard. Ben Grumbles will be the chair of the Ozone Transport Commission (OTC) starting in early June. The OTC sent a letter in support of not delaying the 2015 ozone standard.
- VA: Mr. Ballou said that Virginia was in the news with the Governor's Executive Directive 11 that ordered the state to proceed with regulations on CO2 from powerplants. Also, Virginia is looking at increasing Title 5 fees since air program funding is seeing decreases in Title 5 funds – over 1M reduction last year – in addition to the moderate reductions in the FY17 federal budget in state assistance grants, and major reductions, closer to 30%, proposed in the FY18 budget. These issues present a challenge in identifying funding. Virginia put together a draft mitigation plan for expending the Volkswagen settlement funds. They have approached potential sponsors to submit content, scope and costs. They received 15 to 20 applications on potential projects. Virginia DEQ is also evaluating if there are potential cost-benefit opportunities for mitigating sources in Northern Virginia under the RACT rule.

## 7. OPPORTUNITIES FOR LOCAL PROGRAMS

*Steve Walz, COG Environmental Programs Director-*

- Yesterday, the Greater Washington Region Clean Cities Coalition (GWRCCC) and Virginia Clean Cities held a meeting in Fairfax County that involved five school systems; and another dozen school systems are meeting tomorrow in Laurel, Maryland to explore clean fuel school bus opportunities, such as propane and biodiesel.
- GWRCCC is also working to create an electric vehicle section at the 2018 DC Auto Show.
- COG and the GWRCCC are also partnering with Enterprise Car Rental which is providing incentives for travelers from this area to Disneyland to rent electric vehicles (EVs), and identifying them to local dealers as possible purchasers of EVs in their home area to promote EV ownership.
- The Compressed Natural Gas Sea to Shining Sea road rally is ending at Freedom Plaza June 16.
- Mr. Dorfman is also looking into using natural gas to power the proposed fast ferries on the Potomac River, working with DEQ and NVRC.
- GWRCCC also applied with Indiana University and other clean cities coalitions to train first responders on responding to accidents involving alternative fuel vehicles.
- DC Water, WSSC and Washington Gas are partnering on capturing biomethane from WSSC's wastewater treatment plants.
- COG and GWRCCC signed up under the Nissan Leaf Fleet program that offers a \$10K discount for purchasers for commercial and governmental fleets.

Chair Riemer thanked COG staff for their quick action on these opportunities. He encouraged committee members to help serve as liaisons on the school bus initiative with their jurisdiction's school districts.

## 8. ADJOURNMENT