

Air Quality Public Advisory Committee

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<http://www.mwcog.org/environment/committee/>

The Air Quality Public Advisory Committee (AQPAC) is an advisory body to the
Metropolitan Washington Air Quality Committee (MWAQC).

Meeting Minutes
Monday, July 19, 2004
Room 3
5:00 P.M.-7:00 P.M.

In Attendance:

Julie Crenshaw, Stewardship of Creation, Chair
Brian Holmes, MD Highway Contractors Assn.
Jill Engel-Cox, District of Columbia
Rodney Livingston, District Interracial Com. Environmental Equity (DICEE)
Sam Black, Greater Washington Board of Trade
Bill Butler, Mirant
Ann Brown, Washington Academy of Sciences
Lee Shoenecker, American Planning Association
Alessandro Sacerdoti, Intern with Greater Washington Board of Trade

Staff

Joan Rohlfs, Chief of Air Quality MWCOG
Jen Desimone, Air Quality Action Day Coordinator/Environmental Planner MWCOG

1. Call To Order, Adoption of Agenda, Approval of Minutes

Julie Crenshaw, Chair, called the meeting to order at 5:10 pm.

Ms. Rohlfs suggested the agenda be revised to include an update on the 2004 Ozone Season. This change to the agenda was adopted.

2. Approval of Minutes

Ms. Crenshaw asked for comments on the minutes of May 17, 2004. There were no changes and the minutes were approved as submitted.

3. 2004 Ozone Season Update

Ms. Desimone gave an update on the 2004 Ozone Season. To date, the Washington Region recorded four 8-hour ozone exceedance days and two 1-hour ozone exceedance days.

8-Hour Ozone Exceedances

Date	# of Monitors that Exceeded the Standard	Monitor with the Highest Measurement	Maximum Concentration	Color Code
May 11, 2004	6	South Maryland Mt. Vernon	97 ppb	Orange
June 9, 2004	3	Prince George's Equestrian Center	88 ppb	Orange

July 2, 2004	12	Mt. Vernon	123 ppb	Red
July 3, 2004	14	Lewinsville	109 ppb	Red

1-Hour Ozone Exceedances

Date	Monitor	Maximum Concentration	Color Code
July 2, 2004	Mt. Vernon	140 ppb	Red
	Franconia	138 ppb	Red
	Alexandria	135 ppb	Red
July 3, 2004	Lewinsville	129 ppb	Red
	Ashburn	126 ppb	Red

Ann Brown stated that the Lewinsville monitor is located close to the beltway and talks of expanding the beltway is a major concern for air quality in that region.

Sam Black inquired about the consequences of the region recording two 1-hour ozone exceedance days this year. Ms. Rohlfs explained that the main concern is the Clean Air Act requirement that the region is not allowed to have more than three exceedances at one monitor in a three-year period. Currently, the region meets this requirement as we have only had two 1-hour exceedances at the Mt. Vernon monitor.

3. Report on the Metropolitan Washington Air Quality Committee (MWAQC) Activities

Ms. Rohlfs briefed the committee on MWAQC activities. The next MWAQC meeting will occur on July 28, 2004.

The states transportation and environmental secretaries are in the process of developing a proposal to change the MWAQC structure. MWCOG staff will present this proposal at the MWAQC July meeting.

As part of the proposal, a States Steering Committee may be formed which will consist of the states environmental and transportation secretaries. The States Steering Committee would meet as appropriate to review the status of air quality planning in the region.

Ms. Crenshaw asked if the Steering Committee is interested in hearing from the public. Ms. Rohlfs explained that there have been some discussions related to reorganizing the entire public input process, but no proposals have been made related to this issue. Under Section 174 of the Clean Air Act, public input is required in the air quality planning process.

Sam Black asked about the effect the Steering Committee would have on the way MWAQC performs its job. Ms. Rohlfs responded that the Steering Committee would bring cabinet level officials into the regional air quality planning process. In addition, the Departments of Transportation are interested in having a seat at the table to be able to better address conformity issues.

Brian Holmes stated that the reason the Departments of Transportation want a seat at the table is to allow them to have more control on the mobile emissions budget.

Lee Shoenecker asked if local governments were concerned about the new changes to MWAQC.

Ms. Rohlfs stated that the local governments are concerned that they will be relieved of some decision-making abilities.

4. Report on the Technical Advisory Committee (TAC) Activities

Ms. Rohlfs briefed the committee on the July 16th, 2004 TAC meeting.

Sketch Planning for 8-Hour RFP Demonstrations

The sketch planning process was used to determine what it would take for the Washington Region to reach attainment of the 8-hour ozone standard by 2010.

The region submitted a severe area SIP for the 1-hour ozone standard. Virginia and the District of Columbia met all of the requirements under the Clean Air Act. However, since the Maryland legislature did not pass the Section 185 Fee Penalty legislation, it failed to meet all CAA requirements for a severe area SIP. Maryland's failure to submit a complete SIP could cause EPA to assess a penalty on the region. This penalty would require the region to submit a 5% Rate of Progress (ROP) plan, which requires a 5% emission reduction from the base year of 2002. None of the emission control measures in the current SIP can be counted toward the 5% reduction. The plan must be submitted by 2005 with reductions by 2007.

Sam Black suggested that as a committee, we should comment on Maryland's failure to pass the Section 185 Fee Penalty provision. He offered a motion to express concern that the Maryland legislature omitted to pass and should have passed the Section 185 Fee Penalty. Adopting the Fee Penalty provision is consistent with developing a more robust SIP that would be legally sound.

After discussions the AQPAC unanimously passed the following motion, ~~which will~~ to be presented to MWAQC at the July 28th meeting.

For the sake of comity with its fellow jurisdictions and as a matter of sound reason, the AQPAC strongly recommends that the State of Maryland enact the Section 185 fee penalty provision of the Clean Air Act.

EPA's eight-hour ozone SIP requirements for the Washington region remain uncertain. The first SIP that may be required is a Reasonable Further Progress (RFP) plan to demonstrate 3% per year reductions of VOC/NOX. The RFP plan would be submitted in 2006 and must be demonstrated by 2008.

Analysis completed to date indicates that reductions from control measures included in the Severe Area SIP should be sufficient to enable the Washington region to prepare a 15% VOC + NOx Plan for either 2002-2007 or 2002-2008. The region would also be very close to meeting a 15% VOC-only requirement for 2002-2007 or 2002-2008. However, the need for additional control measures for such a demonstration cannot be definitely determined until SIP-quality inventories are available.

8-Hour Ozone Conformity Guidance

EPA designated the Metropolitan Washington Region as in moderate nonattainment for the 8-

hour ozone standard. The boundary of the nonattainment area is one less jurisdiction than the 1-hour nonattainment area. Stafford County, VA will be included in the Fredericksburg, VA 8-hour nonattainment area.

There are two options to demonstrate 8-hour conformity until an 8-hour budget is established.

1. The region may use the existing 1-hour mobile budget.
2. The region may use the existing 1-hour mobile budget, but subtract out contributions from Stafford County.

The Transportation Planning Board (TPB) has the authority to determine the 8-hour ozone budget. A decision on the budget will be made in September.

Ms. Crenshaw stated that the TPB needs to take into consideration the location of new highways and that building more roads should be done in a way to improve air quality not degrade it.

The committee agreed to advise MWAQC that although the TPB makes the decision on conformity of constrained long range plans, MWAQC may want to exercise strong encouragement for the TPB to thoroughly determine the impacts to air quality of any changes/improvements near regional locations that have a history of code red or high code orange air monitor readings (e.g. Greenbelt, Lewinsville, Mount Vernon, Prince George's Equestrian Center, etc.).

Ann Brown stated that she is concerned with emissions from trucks and buses. Brian Holmes responded that EPA has issued standards for diesel fuels and diesel fuel emissions.

Ann Brown believes that piggybacking trucks on trains would be an effective and economical control measure, which should be brought the attention of MWAQC. Ms. Crenshaw stated that piggybacking can be added to the list of control measures. After some discussion, members decided that it would be advantageous to research the intermodality of how goods are shipped through the region. This would help determine if piggybacking would be another opportunity to reduce additional emissions. Jill Engel-Cox suggested that the entire list of control measures be revisited at AQPAC's September meeting.

PM2.5 Designations

The States received a response from EPA regarding their recommendations for PM2.5 nonattainment areas. EPA did not agree with the States and has recommended that the PM2.5 nonattainment area include all of the counties in the Washington nonattainment area, except Calvert County. This area includes counties that are violating the standard and also those areas that are in attainment but contribute to a violating area. The region is currently in the 120 day negotiation process between the States and EPA. Designations will be final November 15th, 2004.

Brian Holmes asked about the transport characteristics of PM2.5. Bill Butler stated that primary particles are not the major problem, but secondary particles are the greatest concern for transport. Secondary particles, such as sulfates, are formed in the air through chemical reactions. Once PM2.5 is in the air it takes longer to be deposited; therefore it can be transported over long

distances.

5. Discussion of Updating the Bylaws

As agreed at the May meeting, the committee discussed revisions of Sections 5 and 6 of the AQPAC bylaws. Sections 7, 8, and 9 will be discussed at the September meeting. We will look at the bylaws in their entirety once all sections have been discussed before finalizing them for approval.

6. Report on the Joint Technical Working Group (JTWG)

Ms. Crenshaw updated the committee on the JTWG meeting held Friday, July 16th, 2004.

The Summary of Intermediate Employment Forecast presented at the June, 2004 JTWG meeting was provided.

The Regional Mobility and Accessibility Study Draft Initial Results was discussed by the JTWG at their meeting last week. The group made many suggestions about how to make the draft more understandable and the inclusion of graphics. This document will be revised from the discussion and presented at the next TBP meeting. Ms. Crenshaw said that the document is being finalized, but will be available after Wednesday.

7. New Business

None

8. Next Meeting Date

The next meeting date is Monday, September 13th.

There being no further business, the meeting adjourned at 7:15 p.m.