

Air Quality Control Advisory Council Meeting Minutes
March 15, 2021 @ 9:00 am
Webinar held by MDE

AQCAC MEMBERS PRESENT

John Quinn– Chairman
John Kumm, P.E., BCEE – Vice Chairman
Sania Amr, M.D.
Stephen Bunker
Nicole Hebert
Ben Hobbs, PhD
Jonathan Kays
Tom Killeen
Hon. Leta Mach
Lawrence (Larry) Schoen, P.E.
Robert Wright
Weston Young, P.E.

AQCAC MEMBERS ABSENT

Ross Salawitch, PhD
Megan Latshaw, PhD
Todd Chason, Esq.

VISITORS

Thomas Weissinger – Raven Power
David Cramer - NRG
Ryan Maher - EIP
Josh Berman – Sierra Club

MDE-ARA

George (Tad) Aburn
Randy Mosier
Justin Mabrey
Marcia Ways
Tim Shepherd
Michael Woodman
Erick Thunell
Lisa Nissley
Carolyn Jones, P.E.
Eddie Durant
Husain Waheed
Catherine Salarano
Susan Nash
Dave Krask
John Artes
Joshua Shodeinde
Molla Sarros
Kim Drake
Steve Lang

This is a summary of the March 15, 2021, Air Quality Control Advisory Council Meeting and serves as a record of the Council's vote on regulatory action items. The meeting is recorded and the digital file is maintained by MDE/ARA. This digital file is considered public information and may be reviewed in its entirety by anyone who is interested in the details of the discussions.

MDE website:<http://mde.maryland.gov/programs/workwithmde/Pages/AQCACmeetingminutes.aspx>

Mr. John Quinn, AQCAC Chair, and Mr. Tad Aburn, MDE Air Director, opened the meeting by welcoming everyone to the Air Quality Control Advisory Council (AQCAC or the Council) meeting at approximately 9:02 a.m. Council members in attendance were introduced. Mr. Randy Mosier read from the attendee webinar sign-in to announce other attendees.

MEETING MINUTES

Mr. Quinn, Chairman, requested approval of previous meeting minutes.

Motion to approve the June 2020 minutes was made by the Chairman and all members voted in favor (12).

BRIEFING

Air Quality and Climate Change Update

Mr. Tad Aburn presented a briefing that covered Maryland's progress in addressing and reducing air pollutants such as ozone, particle matter (PM), sulfur dioxide (SO₂) and toxics. Maryland's Clean Air Progress report will be released in the spring. A clear improvement trend can be seen for all air pollutants in the State. Maryland has an extensive air monitoring program that has shown ozone exceedance days have been reduced as well as the number of monitors recording exceedances. PM and SO₂ levels are well below the national standard. Air toxics are also experiencing a downward trend. State and federal regulations were highlighted that have had a dramatic impact upon emissions from coal-fired power plants and other sources of pollution. The presentation also focused upon current measures to address pollution from the transportation sector and reducing greenhouse gas (GHG) emissions.

MDE has been working with NASA, NOAA, NIST, UMD, UMBC and Howard University for research studies. Tools such as airplanes, ozone balloons, LIDAR, satellites and more have been used over the past 30 years. This research helped Maryland focus on transported pollution which can be up to 70% of state measurements. Additionally, Maryland has filed an 184C petition with EPA addressing pollution from upwind power plants.

GHG reduction targets have been established through Maryland law. The first Greenhouse Gas Reduction Act (GGRA) in 2009 required a 25% reduction from 2006 by 2020. The GGRA was updated in 2016 and required a 40% reduction by 2030. A Climate Solutions Act has been proposed during this legislative session and would require new urgency to reductions and push toward 60% reduction by 2030.

MDE is working on regulations for municipal waste combustors and after-market catalytic convertors. Maryland has addressed mobile source emissions with the adoption of the 2007 clean cars program, adopting the California program for light duty vehicles and diesel reductions. The Department continues to work in areas of transportation climate initiative, zero emissions for heavy duty vehicles, and anti-tampering with emission controls. The new MDE-wide

environmental justice process is in implementation with local air monitoring pilots and advanced community partnerships.

John Kumm asked if MDE thought the new Biden EPA will revisit the PM and Ozone standards that were previously retained? Tad envisioned that EPA will review NAAQS, but the process may take a few years. Tad believes that Maryland will soon meet the current ozone standard based on our downward trends, but more will be required if EPA lowers the ozone standard.

Tom Killeen asked which downwind states were transporting pollution into Maryland. Tad mentioned that EPA has established modeling that guides on the contributions from mid-western and eastern states. The legal action of the 184C petition and good neighbor SIPs are important links to address this issue.

Bob Wright asked if the pandemic has lessened traffic and industrial production and did this contribute to the lower ozone recordings and will it be harder for us to attain in the future? Tad stated the downward trend of air pollution has mostly been a result of regulatory efforts over the years, while the COVID pandemic had only a temporary effect upon transportation and air emissions.

Dave Cramer asked can Maryland have any ozone season exceedance days this summer and still obtain the standard. Tad answered that yes, we may still manage to have ozone exceedance days in 2021, so long as the design values meet attainment. The design value is calculated by averaging the 4th highest 8-hour ozone value over a three year period.

Jonathan Kays commented about the June meeting last year and is concerned that the catalytic converters removal could have a large business implication to western Maryland, as people can purchase over state lines and asked if this discussion could be noted. He also mentioned concern over business implications as a result of converting to natural gas, when that gas is sourced from across state lines. Jonathan would like to see more discussions around biomass use rather than NG use in the state. Biomass can reduce the carbon footprint and there is various legislation being proposed to address this issue. Tad stated there seems to be good news in that the EPA is looking to address after-market catalytic converters at a national level and that is what Maryland supports. Tad stated that NG use and renewable energy policies are being addressed with the active climate change workgroups and invited the council to participate in these detailed discussions.

Leta Mach mentioned a concern to address school bus idling and the negative impact to children's health. Tad stated we have a program called the Idle Free Maryland program and we have engagement with the schools and we will continue to work on this.
(<https://mde.maryland.gov/programs/Air/MobileSources/idlefreeMD/Pages/index.aspx>)

Medium and Heavy Duty Diesel Vehicle Update

Mr. Tad Aburn presented at approximately 10:25am. There are significant emissions sources in transportation that we will be addressing. On July 14, 2020, the Governor signed the medium and heavy duty zero emission vehicle (ZEV) memorandum of understanding (MOU) with 15 states and DC. Medium and heavy duty vehicles (trucks and on-road and off-road equipment) are now a much larger piece of the GHG and NOx inventory.

Mr. Justin Mabrey, MDE, joined the presentation and stated that sometimes California has aligned with the federal standards and sometimes they are more stringent for mobile sources. Maryland has already adopted and follows the light duty vehicle (car) California Air Resources Board (CARB) standards. CARB is moving forward with two more stringent heavy duty vehicle standards. The advanced clean truck regulation requires a growing percentage of vehicles to be zero emissions vehicles and the heavy duty omnibus regulation requires NOx reductions. CARB is working to have these regulations adopted by the end of the year. CARB is also looking at more stringent regulations for the light duty vehicle class and will begin the regulation process at the end of 2021. These regulations set standards that need to be met for future model year manufacture.

Maryland will continue to work with stakeholders, attend webinars, and urge EPA to adopt similar reductions as the CARB regulations. Maryland will work to develop a progress plan to meet the medium and heavy duty ZEV MOU and be part of the regional plan development.

Robert Wright asked whether ZEV's are available and is the grid ready to accept these advancements in vehicles. Justin Mabrey explained that a lot of coordination will be required from various players in the sector and MDE will continue to be a part of various workgroups to address these issues. The Maryland Public Service Commission (PSC) is also a stakeholder in many meetings. Tad Aburn mentioned NESCAUM is a regional organization that has various workgroups that can assist with outreach. There is also an environmental justice workgroup on this topic. MDOT also has material on their website for electric vehicle infrastructure. John Quinn noted that pilot projects are in process with charging stations under the approval of the PSC. Weston Young sits on the ZEV Council and mentioned that alternate fuels such as hydrogen fuel cell are being discussed.

The meeting was adjourned at 11:05 a.m.

Next meeting June 14, 2021, 9 am webinar.