

MWAQC Technical Advisory Committee
Meeting Summary
December 8, 2020, 10:00 AM to 11:05 AM

Present:

Tom Ballou, Virginia Department of Environmental Quality
Doris McLeod, Virginia Department of Environmental Quality
Sonya Lewis-Cheatham, Virginia Department of Environmental Quality
Alex Brun, Maryland Department of the Environment
Ram Tangirala District Department of Energy & Environment,
Joseph Jakuta, District Department of Energy & Environment,
Jim Ponticello, Virginia Department of Transportation
Chris Voigt, Virginia Department of Transportation
Virginia Moore, Virginia Department of Transportation
Virginia Burke, Maryland Department of Transportation
Tina Casey, District Department of Transportation
John Kinsman, Edison Electric Institute
Malcolm Watson, Fairfax County

Staff:

Sunil Kumar, COG/DEP
Jeff King, COG/DEP
Steve Walz, COG/DEP
Jen Desimone, COG/DEP
Jane Posey, COG/DTP
Jinchul Park, COG/DTP
Mark Moran, COG/DTP
Dusan Vuksan, COG/DTP
Wanda Owens, COG/DTP
Erin Morrow, COG/DTP

1. Call to Order and Review of Meeting Summary

Tom Ballou called the meeting to order at 10 am. The October 13th meeting summary was approved without any changes.

2. Proposed Revised CSAPR Rule Update

Sunil Kumar briefed members on EPA's recent proposal to revise the CSAPR rule update to address 21 states' outstanding interstate pollution transport obligations for the 2008 ozone standard. EPA proposes to revise state emission budgets that reflect additional emissions reductions from EGUs beginning with the 2021 ozone season, which along with other changes already underway in the power sector would reduce emissions of ozone season NO_x emissions by nearly 26,000 tons more in 2021 than in 2019, a reduction of nearly 20 percent in 12 states in the eastern half of the US. EPA proposes to adjust emissions budgets for the 12 states for each ozone season for 2021 through 2024 to incentivize ongoing operation of identified emissions controls to address significant contribution. After the 2024 ozone season, no further adjustments would be required under this proposed rulemaking. EPA proposes to authorize a one-time conversion of allowances banked in 2017-2020 under the previous ozone season NO_x trading program into a limited number of allowances that can be used for

compliance under the new trading program. According to EPA, this approach gives due credit for the emissions reductions represented by banked allowances, while also securing the additional reductions required in this proposed rulemaking. The compliance costs of the program are estimated to be approximately \$20 million per year (2016\$) over the period from 2021 to 2025. The proposal would result in public health benefits by preventing harmful and costly health effects, such as, asthma attacks, missed work and school days, hospital and emergency room visits, and premature deaths. The proposal would also result in an improvement in the visibility in national and state parks, and an increase in protection for sensitive ecosystems such as, lakes, streams, coastal waters, estuaries, and forests.

3. EPA's New MOVES3 Model

Sunil Kumar briefed members on EPA's new on-road/off-road vehicle model called MOVES3. MOVES3 incorporates the latest data on vehicle populations, travel activity (start and idling activity patterns, updated national VMT, vehicle population), and emission rates (diesel, gasoline, and CNG rates for HD trucks & HC, CO, NO_x, and PM rates for LD vehicles) as well as updated fuel supply information at the county level. This model adjusts modeling to better account for vehicle starts, long-haul truck hotelling, and off-network idling, incorporates impacts of the Heavy-Duty Greenhouse Gas Phase 2 rule and the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, and has more user-friendly interface and is compatible with newer software. While there is no grace period for the use of MOVES3 in future SIPs, there is a two-year grace period for use in transformation conformity analysis. TPB plans to use MOVES2014b for the upcoming conformity analysis. TPB will also be performing a comparative study of MOVES2014b and MOVES3 in terms of emissions. Virginia Burke wanted to know the reason for differences in emissions trends for EPA's national and urban sample model runs. Sunil explained that the differences is due to the difference in model inputs such as, travel pattern forecasts and meteorological parameters used in the two runs.

4. 2020 VIN Data

Dusan Vuksan briefed members on the timeline for the development of the 2020 vehicle registration data. This data will be used in the future transportation conformity analysis and SIPs. Dusan said that TPB would need the 2020 VIN data with preliminary QA/QC performed on it by February 15, 2021. State air agency staff agreed to this deadline.

5. Impact of COVID-19 in Washington Region

Sunil Kumar presented an analysis of the impact of COVID-19 related behavior changes on air quality, roadway travel, public transportation, economy, employment, and health.

6. State & Local Updates

Maryland did not have any updates. Joseph Jakuta said that the District submitted the base year 2017 emissions inventory to EPA. Doris McLeod said that she would need to check with her staff regarding the status of the base year 2017 emissions inventory submittal to EPA.

The conference call ended at 11:05 am.