

**MWAQC Technical Advisory Committee**  
**Meeting Summary**  
**November 12, 10 AM to 11:45 AM**

**Present:**

Roger Thunell, Maryland Department of the Environment  
Doris McLeod, Virginia Department of Environmental Quality  
Felipe Ip, City of Alexandria  
Gwendoline McCrea, Virginia Department of Environmental Quality  
Jim Ponticello, Virginia Department of Transportation  
Joseph Jakuta, District Department of Energy & Environment  
Melissa Atwood, City of Alexandria  
Regina Moore, Virginia Department of Transportation  
Sophia Cortazzo, Maryland Department of Transportation  
Sonya Lewis-Cheatham, Virginia Department of Environmental Quality  
Thatch Gerike, District Department of Energy & Environment  
Thomas Foster, Virginia Department of Environmental Quality  
Tim Shepherd, Maryland Department of the Environment  
Tom Ballou, Virginia Department of Environmental Quality  
Virginia Burke, Maryland Department of Transportation  
Mike Knapps, Montgomery County

**Staff:**

Sunil Kumar, COG/DEP  
Alissa Boggs, COG/DEP  
Dusan Vuksan, COG/DTP  
Erin Morrow, COG/DTP  
Heid Bonnaffon, COG/DEP  
Jane Posey, COG/DTP  
Jinchul Park, COG/DTP  
Leah Boggs, COG/DEP  
Mark Moran, COG/DTP  
Robert Christopher, COG/DEP  
Robert dAbadie, COG/DTP  
Tim Masters, COGDEP

**1. Call to Order & Review of Meeting Summary**

Roger Thunell called the meeting to order at 10 AM. The October 8<sup>th</sup> meeting summary was approved without any changes.

**2. CPRG Medium/Heavy-Duty Vehicle Charging Infrastructure**

Tim Shepherd discussed the CRPG implementation grant awarded to MDE to develop medium and heavy-duty vehicle charging infrastructure. The Clean Corridor Coalition Award, coordinated by the Georgetown Climate Center with partners at Atlas Public Policy and Cambridge Systematics, is a project aimed at enhancing public freight truck charging infrastructure across four states: New Jersey, Maryland, Delaware, and Connecticut. The project, which aligns with the National Zero Emission Freight Strategy and Justice 40 implementation, involves the development of approximately 24 charging sites with an estimated 450 charging ports. It includes components such as technical assistance for site hosts, workforce training, community engagement, and planning and coordination to expand the project's impact throughout the Northeast and Mid-Atlantic regions. The project is expected to reduce 459,000 tons of greenhouse gases from 2025-2030 and over 18 million tons from 2025-2050. The third-party program administrator in the Clean Corridor Coalition Award project is responsible for managing

investments in public truck charging infrastructure and supporting market transformation efforts. They also provide administrative support, technical assistance, and policy facilitation to ensure the project's success. Different types of charging sites will be established, including industrial, large truck stops, and small truck stops. Maryland, New Jersey, Delaware, and Connecticut will have a varying number of charging sites. Utilities may need additional power plants or power lines to support the grid for one meg chargers. The grid can support the increased demand, but upgrades and hardware will be needed. Lead time for ordering hardware is three years, so planning needs to start early. SAE is working on standardizing plug and charger protocols for heavy-duty charging.

Next steps are:

States will work with Utilities and other stakeholders to identify sites along the corridor (2024 thru 2025). States will issue RFP for site installations (2026 and 2027). Utilities will work on procurement for infrastructure equipment (2026). Develop workforce strategies (2025 and 2026). Roll out workforce programs (2026-2029). Begin construction of charging sites (2027/2028). Complete installations of charging sites (2029-2030).

### **3. EPA 2022v1 Emissions Inventories – 2015 Ozone NAAQS RR/MP**

Sunil Kumar discussed EPA's 2022v1 emissions inventories, part of which will be used to develop inventories for the 2015 ozone NAAQS Redesignation Request/Maintenance Plan. EPA is developing 2022v1 emissions inventory modeling framework that will be used for modeling analysis for the purposes of developing rules. Version 1 of this inventory (2022v1) has already been developed. Next version (2022v2) will be developed next year. Inventories for years 2022, 2032, and 2038 have been developed. The region proposed to EPA that they allow it to use these three milestone years for the 2015 ozone NAAQS Redesignation Request & Maintenance Plan. Onroad and nonroad inventories were developed using MOVES4. Next version will be developed using MOVES5, a draft version of which has been published on October 24, 2024. The region plans to develop its own on-road and nonroad inventories for the plan.

Sunil pointed out a couple of things. He mentioned the increasing trend of VOC emissions. While NOx emissions show a decreasing trend in the future according to the 2022v1 inventory, VOC emissions are increasing, mainly due to the nonpoint sector and to a lesser extent, the point sector. This trend might differ from the actual emissions in the Washington region, where nonroad and onroad emissions will be developed using different input data and models by TPB and MWAQC staff. There is a concern about whether this increasing VOC trend will be an issue for the EPA. The official MOVES5.0.0 is expected to be released by the end of the year and will be required for future SIP and conformity analysis. There is a possibility that the EPA might ask to use MOVES5.0.0 instead of MOVES4, which could delay the schedule for RR/MP as MWAQC and TPB staff would need to familiarize themselves with the new model and data requirements. Doris said that the region could use modeling results for 2026 being undertaken by OTC if inventory does not indicate progress. Roger said that could be an issue for Maryland as the likely base year for modeling would be 2022, which is not a good year for Maryland due to low number of exceedances that year.

### **4. Tree Canopy**

Mike Knapps discussed the details of the tree canopy program. He discussed the various tree initiatives undertaken by the Council of Governments (COG) to enhance tree canopy and improve air quality in the region. He highlighted the benefits of trees, such as improving air quality, reducing crime, and mitigating climate change. He also emphasized the importance of maintaining a 50% tree canopy coverage by 2050 to balance the benefits and risks associated with trees.

Mike provided detailed information on the current tree canopy levels and trends, projecting significant losses if current trends continue. He also outlined the regional tree canopy goal and supporting target goals, which aim to maintain tree canopy coverage in the 45% to 50% range over the next 25 years. He underscored the need for strong tree preservation and planting programs to achieve these goals and highlights the various environmental, socioeconomic, and

public health benefits of maintaining a robust tree canopy.

## **5. EPA Proposal – Reclassified Ozone Nonattainment Areas**

Sunil Kumar discussed the details of the EPA proposal for SIP deadlines and requirements for the reclassified ozone nonattainment areas. On September 20, 2024, EPA proposed actions to streamline state planning and air quality protection requirements under the current and any future ozone standard. There were two proposals:

- To establish universal default deadlines for submission of SIP revisions and for implementation of relevant control requirements that will apply for reclassified Moderate, Serious, and Severe nonattainment areas.
- Following reclassification, a state is no longer required to submit SIP revisions addressing certain requirements related to a nonattainment area’s prior classification, referred to as “leftover” SIP requirements.

The proposed default deadlines would apply when an area fails to attain the standard by the applicable attainment date or if EPA grants a voluntary reclassification request. These default deadlines would apply to nonattainment areas reclassified as Moderate, Serious, or Severe only where the initial applicable deadline has passed or is less than 18 months after the effective date of such a reclassification. The proposed default SIP submission and RACT implementation deadline for reclassified areas is the sooner of 18 months from the effective date of the reclassification or January 1 of the new classification attainment year, and can be adjusted, if necessary and appropriate, through separate notice-and-comment actions. The deadline for submitting the first transportation control demonstration for reclassified Serious areas, as required by CAA section 182(c)(5), would be 2 years after the attainment demonstration due date.

Reclassified ozone areas would no longer be required to submit SIP revisions addressing the following requirements for the prior classification:

- attainment demonstrations and RACT analyses tied to the prior attainment date; and
  - for voluntarily reclassified areas, contingency measures specifically related to the area’s failure to attain by the prior attainment date.
- For any nonattainment areas reclassified as Serious under the 2015 ozone NAAQS in separate actions, this proposal would require that:
- SIP revisions be submitted no later than January 1, 2026,
  - any new RACT rules be implemented as quickly as possible but no later than the beginning of the 2026 ozone season.

## **6. Update On EJ Subcommittee**

Robert Christopher briefed on the EJ Subcommittee Action Plan measure list. The EJ subcommittee and AECOM have hosted listening sessions and had conversations with the public to develop a list of recommended actions for the EJ air quality action plan. The list is grouped into a few sections such as, improve air quality monitoring, improve air quality regulation, increase public outreach and education, promote land use planning, support of air quality improvement, reduce emissions from stationary sources, and reduce vehicle emissions. He invited members to provide feedback on the list. State air agencies requested more time to review the list as that will be discussed at a higher level. Roger suggested that those measures should be sent by MWAQC to MWAQC-TAC for review and feedback.

## **7. State/Local Updates**

Joseph said that the District finalized a rulemaking to remove affirmative defense provisions from the Title V program and sent that to EPA. The District issued an emergency plus proposed rulemaking to fix a few things that were making it hard to implement a rule. Maryland and Virginia didn’t have any updates.