UPDATES ON AIR QUALITY PLANNING ACTVITIES

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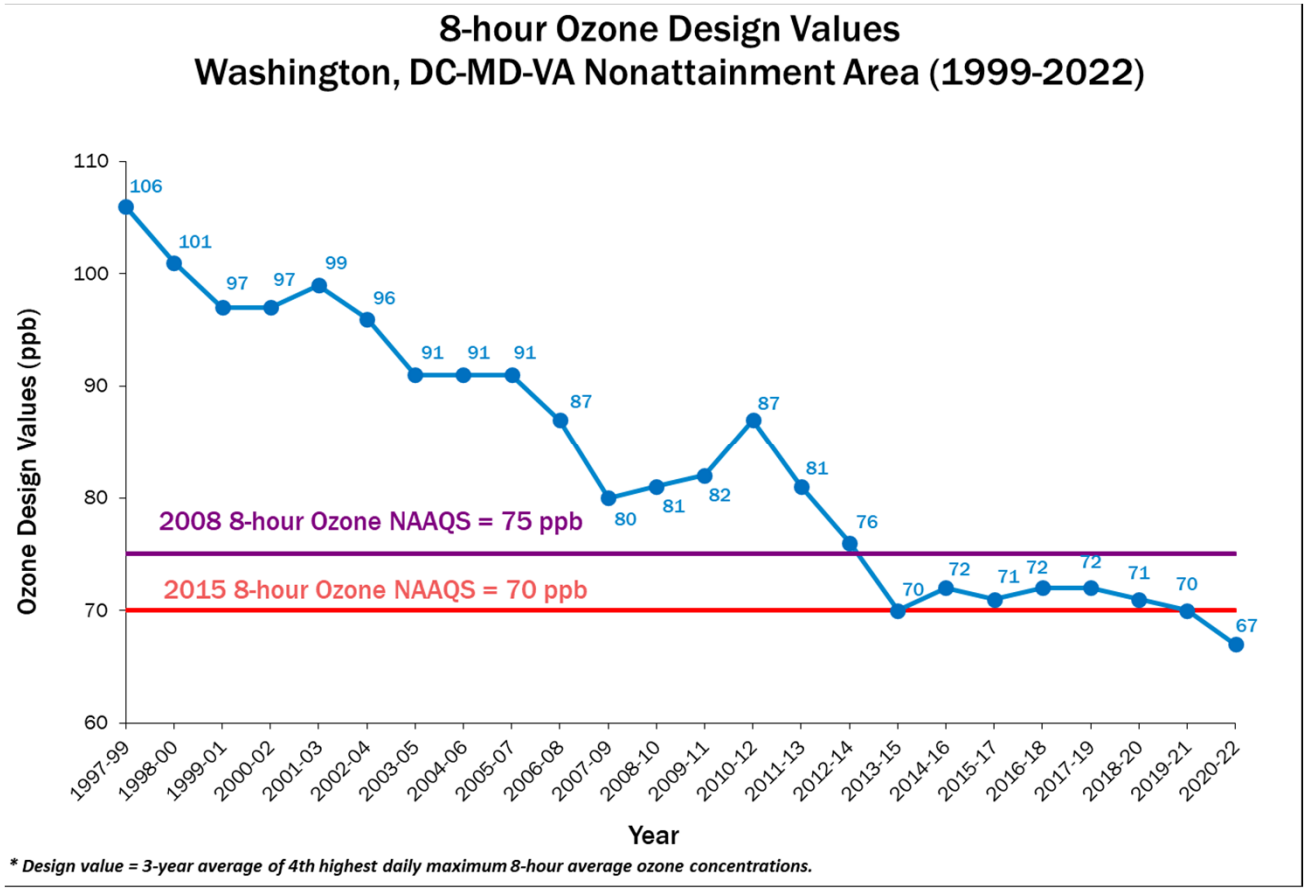
Agenda Item 4

Metropolitan Washington Council of Governments

UPDATE – 2008 & 2015 OZONE STANDARDS

Current Ozone Data & Attainment Status



- 2008 Ozone Standard – EPA designated the Washington region as Attainment area after it approved the region's maintenance plan and motor vehicle emissions budgets
- 2015 Ozone Standard – EPA proposed Clean Data Determination for the region (2.1.23)
- 2020-22 data is draft as of February 22, 2023.

Update - 2008 Ozone Standard

- Washington region is currently working on an update to the 2008 Ozone Standard Maintenance Plan.
- Mobile inventories are being updated for years 2025 and 2030. This is needed to demonstrate conformity.
- No changes are expected to be made to inventories for other sources (point, nonpoint, and marine, airport, and railroad). States and MWAQC staff are coordinating with EPA on this.
- MWAQC will be requested to approve the updated draft maintenance plan document on its May 24th meeting for public hearing and comment purposes.

Update - 2015 Ozone Standard

- The Washington region's 2021 and 2022 data shows compliance with the 2015 ozone standard.
- EPA proposed clean data determination (CDD) on February 1, 2023.
- CDD allows the region to submit a redesignation request for attainment.
- The region will begin developing a maintenance plan later this year.
- The 2015 ozone standard maintenance plan will provide the region with a new set of MVEBs applicable to the above standard and closes the book on this standard.

FINAL HEAVY-DUTY VEHICLE RULE

Introduction

- EPA announced the final rule for new heavy-duty engine and vehicle standards called “Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards” on December 20, 2022.
- This rule will further reduce air pollution, including ozone and particulate matter (PM), from heavy-duty engines and vehicles by reducing nitrogen oxide (NOx) emissions starting in MY 2027.
- The rule includes new, more stringent emissions standards that cover a wider range of heavy-duty engine operating conditions compared to today’s standards.

Future Rules

- As part of its “Clean truck Plan”, EPA intends to propose following two additional rulemakings in March 2023:
  - Proposal for the heavy-duty greenhouse gas (GHG) standards “Phase 3” rule for Model Years 2027
  - Multipollutant standards proposal for light and medium-duty vehicles for MY 2027 and later.
- MWAQC, TPB, and CEEPC submitted comments in favor of this rule.

EPA'S PROPOSED PARTICULATE MATTER NAAQS

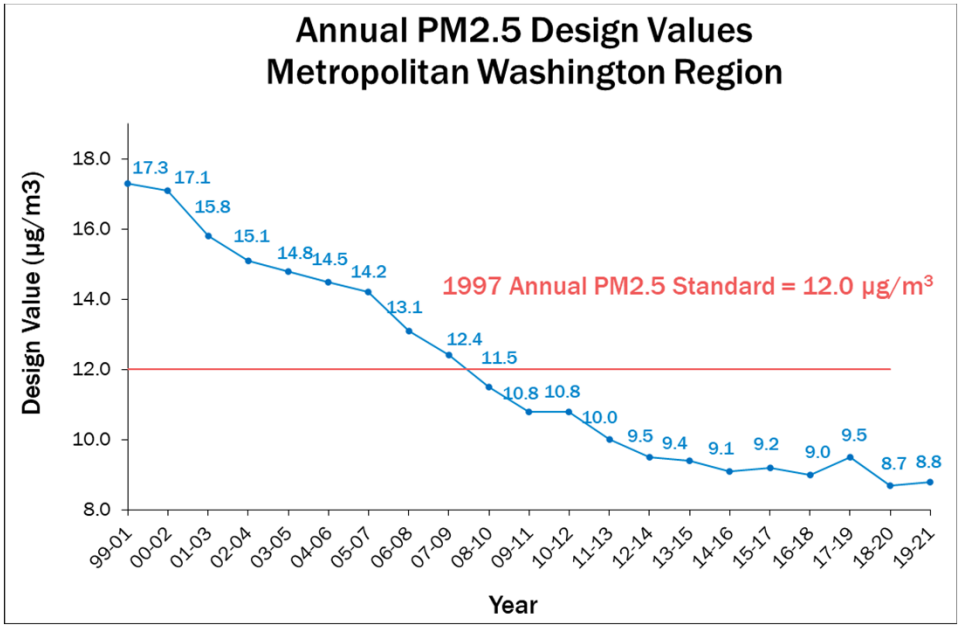
Introduction

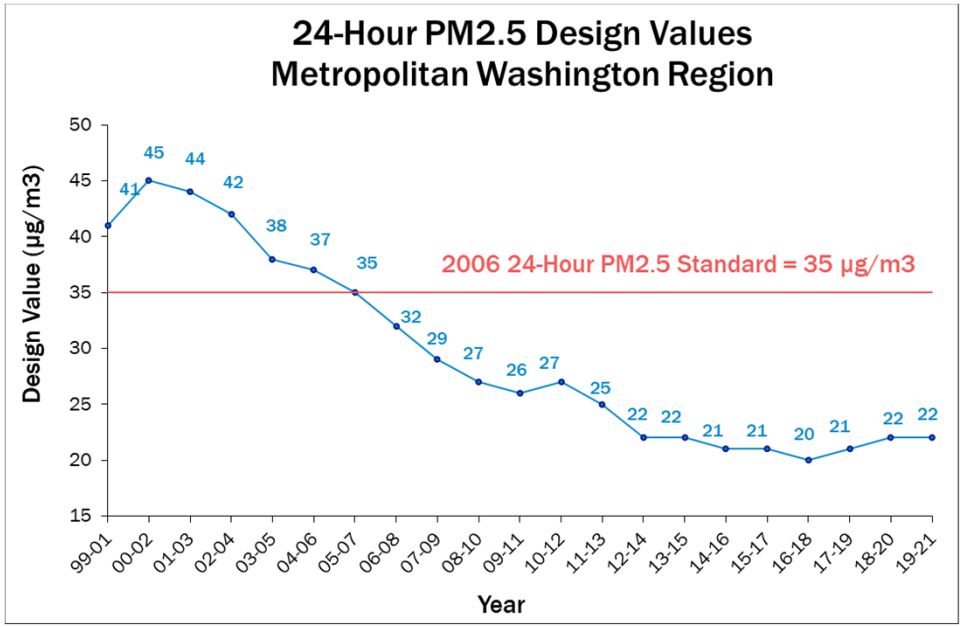
- EPA published its proposal to revise PM NAAQS on January 27, 2023.
- This proposal follows EPA's decision to reconsider its December 2020 decision to retain the PM NAAQS and is based on the latest available scientific and technical information, which indicates that the existing standards may not provide adequate protection.

Proposal

- EPA is proposing to revise the primary annual standard for $PM_{2.5}$ from 12 µg/m^3 to within the range of 9 – 10 µg/m^3.
  - EPA is soliciting comment on revising the level as low as 8.0 µg/m^3 and up to 11.0 µg/m^3.
- EPA is proposing to retain all other PM standards:
  - Secondary annual $PM_{2.5}$ standard at 15 µg/m^3.
  - Primary and secondary 24-hour $PM_{2.5}$ standards at 35 µg/m^3, soliciting comment on revising them to as low as 25 µg/m^3.
  - Primary and secondary 24-hour PM_{10} standards.
- EPA is also proposing to:
  - Revise the Air Quality Index (AQI) to improve public communications about the risks from $PM_{2.5}$ exposures.
  - Make changes to the monitoring network to enhance protection for at-risk communities overburdened by air pollution.

Current PM2.5 Data





Changes to Monitoring Network

- Proposal requires modifying the $PM_{2.5}$ network design criteria to include monitoring in at-risk communities where there are anticipated effects from sources in the area contributing to poor air quality.
  - Specifically: "For areas with additional required SLAMS, a monitoring station is to be sited in an at-risk community where there are anticipated effects from sources in the area (for example: a major port, rail yard, airport, or industrial area)."
  - As written the network design proposed change does not add a requirement for new monitors, rather it utilizes existing sites and ensures at-risk communities are considered if sites need to move.

Health Benefits

- Public health benefits valued at as much as $17 billion in 2032 for an annual standard level of 10 µg/m3 and as much as $43 billion in 2032 for an annual standard level of 9 µg/m3

- 4,200 avoided premature deaths and 270,000 avoided lost workdays in 2032

Implementation Timeline

- **Upon the effective date of the new standard:**

  Stationary source permitting: Prevention of Significant Deterioration (attainment area permitting) and Nonattainment New Source Review apply

- **Within 2 years after a final NAAQS:** Attainment/Nonattainment designations due. All $PM_{2.5}$ nonattainment areas are initially designated as "Moderate"

- **Within 18 months after the effective date of designations:** Attainment plan due

- **Within 3 years after a final NAAQS:** Infrastructure SIP due

- **End of the 6th calendar year after the effective date of designations:** "Moderate" area attainment date