

**MWAQC Technical Advisory Committee**  
**Meeting Summary**  
**December 7, 2021, 10:00 AM to 11:05 AM**

**Present:**

Alexander Paulos, District Department of Energy & Environment  
Amir Shahpar, Virginia Department of Transportation  
Chris Voigt, Virginia Department of Transportation  
Doris McLeod, Virginia Department of Environmental Quality  
Jim Ponticello, Virginia Department of Transportation  
John Kinsman, Edison Electric Institute  
Joseph Jakuta, District Department of Energy & Environment  
Kari Snyder, Virginia Department of Transportation  
Malcolm Watson, Fairfax County Department of Transportation  
Marcia Ways, Maryland Department of the Environment  
Nicole Hebert, Baltimore Metropolitan Council  
Norman Whitaker, Virginia Department of Transportation  
Regina Moore, Virginia Department of Transportation  
Roger Thunell, Maryland Department of the Environment  
Samuel Gaber, Fairfax County  
Scott Fincham, Loudoun County  
Sonya Lewis-Cheatham, Virginia Department of Environmental Quality  
Tad Aburn, Maryland Department of the Environment  
Thomas Foster, Virginia Department of Environmental Quality  
Tom Ballou, Virginia Department of Environmental Quality  
Virginia Burke, Maryland Department of Transportation

**Staff:**

Sunil Kumar, COG/DEP  
Dusan Vuksan, COG/DTP  
Erin Morrow, COG/DTP  
Jeff King, COG/DEP  
Leah Boggs, COG/DEP  
Maia Davis, COG/DEP  
Mark Moran, COG/DTP  
Tim Masters, COGDEP

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

Joseph Jakuta chaired and called the meeting to order at 10 am. The November 9<sup>th</sup> meeting summary was approved without any changes.

**2. 2015 Ozone NAAQS SIP Planning**

Jeff King briefed members on the status of the 2015 ozone NAAQS SIP planning. He said that COG staff is working for now on both attainment and maintenance plans for the above NAAQS but would focus on one plan once uncertainties are resolved in next few months. He mentioned that the Washington region did not meet the above NAAQS by the deadline thought it did so based on the draft 2019-2021 data. The region does not have the time to request EPA for the extension of the attainment date. It also seems EPA may propose a bump-

up of the region along with others in the country and provide an opportunity for states to comment on that rule. He also mentioned the District's request for invalidating the 2020 ozone season data. It is also possible that EPA may wait until May 2022 to issue a Clean data Determination (CDD), which would allow the region to submit a request to redesignate the region to attainment. Given uncertainties associated with EPA's actions on the District's request and CDD, COG staff recommends continue working on attainment plan for now. After May/June 2022, once the region knows EPA's actions, it can reassess its options. The region needs a new set of MVEBs for future conformity analyses by Fall 2023 as the new MOVES3 model could potentially cause issues demonstrating conformity. COG has resources to work on both attainment and maintenance plans simultaneously. The MWAQC-Executive committee expressed its concern about messaging to the public on plans. COG staff will work with COG communication staff, state air and transportation agencies on that.

### **3. Updates on 2015 Ozone NAAQS SIPs**

Sunil Kumar briefed members on the status of the 2015 ozone NAAQS attainment and maintenance plans.

#### Emissions Inventory

Base year 2017 inventory

- The Washington region's base year 2017 inventory was submitted in 2020.
- The District and Virginia recently indicated no updates to those inventories.
- Nonroad and onroad inventories will be updated using the MOVES3 model.
- Request for those inputs will be sent out to states in January 2022.

Attainment year 2023 inventory

States will be providing point source inventories

- Nonroad and onroad inventories will be developed using MOVES3 model.
- Non-point and marine, air, and rail (MAR) inventories for 2023 can be developed by projecting either BY2017 or 2020 using appropriate growth surrogates and factors. This is scheduled to start this month.

Sunil said that whether the region should use the BY2017 or 2020 inventory from the NEI2020 effort for projecting them to 2023 should be decided soon given the tight deadline for the attainment plan. The use of the 2020 inventories will depend on the timeline for the development of those inventories for the NEI2020 effort. The BY2017 can be used if the timeline for 2020 inventory is a concern. If not, then 2020 inventory is preferable given it is the latest inventory.

#### Attainment modeling

There have been a few updates to the 2016 inventory platform.

- a) Emission inventory (MARAMA)
  - i) 2016v2 emission inventory QA/QC ongoing
  - ii) EPA modeling for proposed 2015 ozone NAAQS transport rule already performed, does not include 2016v2 modeling
- b) Modeling center coordination and modeling results (NY DEC)
  - i) Wrapping up SMOKE processing for base year 2016V2 emissions. Will proceed with 2023 SMOKE processing and sector and state tagging.

ii) Processing large domain U.S. to update BCON with 2016v2

The group decided to have a conference call to discuss joint modeling effort by MDE and VDEQ. Regular updates will be provided a modeling contact to MWAQC-TAC.

### Status of Maintenance Plan

Selection of milestone years:

- Need to coordinate with TPB to align with conformity milestone years and with EPA to get confirmation on those years
- Initial thoughts on years
  - Proposed base year –2017
  - Proposed attainment year –2020
  - Proposed intermediate year –2026 (EPA ozone transport modeling year) or 2030 (TPB conformity year)
  - Proposed future year -2032 (EPA ozone transport modeling year) or 2035 (TPB conformity year)
  - Non-point and marine, air, and rail (MAR) inventories for intermediate and future years can be developed by projecting either BY2017 or 2020 using appropriate growth surrogates and factors. This is proposed to start this month.

Sunil said that the region should decide soon if NEI 2020 inventories will be available in time for projecting them to intermediate and future years or should it stick with the BY2017 inventory.

#### **4. Guidelines For MWAQC Ozone Transport Comment Letters**

Jeff King briefed on the background on this issue. He mentioned that a draft MWAQC comment letter was circulated previously, and it was taken to the MWAQC-Executive committee. There was a lack of consensus on the letter. Tom Ballou said that Virginia is not in favor of submitting such letters frequently or submitting specific RACT issues. He felt that MWAQC should not be commenting on commenting on specific source RACT issues. Joseph Jakuta said that MWAQC should not comment on any source that does not contribute to less than 1% towards ozone values at any of this region's monitors. Doris McLeod said that RACT is not related to ozone transport issues, so the current letter does not seem relevant from that point of view. Jeff said that there seems to be a consensus that the letter could talk about ozone transport, but no consensus on commenting on specific source RACT issues. Tom said that there should some written guardrails on when such letters should be submitted. Jeff said that this issue could be discussed on the state air coordination call and then to MWAQC-TAC.

#### **5. Climate & Electric Vehicle Planning in Washington Region**

Jeff talked about climate and electric vehicle plans in the Washington region. He talked about several initiatives undertaken by various local governments. These initiatives could be used as Weight-of-Evidence measures in attainment SIP.

#### **6. State & Local Updates**

Tom said that Virginia Air Pollution Control Board adopted a Clean Car regulation on December 2, 2021. Tad said Maryland didn't have any updates. Joseph said that the District adopted a NOX RACT rule that covers non-emergency electric generators (e.g, boilers, combustion turbines, asphalt plants) on December 3, 2021. The District also completed the

public comment period on the renewal of the Stage II vapor recovery rule.

The conference call ended at 11:05 am.