

**MWAQC Technical Advisory Committee**  
**Meeting Summary**  
**May 12, 2020, 10:00 AM to 11:20 AM**

**Present:**

Tom Ballou, Virginia Department of Environmental Quality  
Doris McLeod, Virginia Department of Environmental Quality  
Sonya Lewis-Chatham, Virginia Department of Environmental Quality  
Brian Hug, Maryland Department of the Environment  
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  
Regina Moore, Virginia Department of Transportation  
Colleen Turner, Maryland Department of Transportation  
Virginia Burke, Maryland Department of Transportation  
Austina Casey, District Department of Transportation  
John Kinsman, Edison Electric Institute  
Khoa Tran, Fairfax County  
Malcolm Watson, Fairfax County  
Trevor Manning, Navy Region 3

**Staff:**

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

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

Tom Ballou called the meeting to order at 10 am. The April 14<sup>th</sup> meeting summary was approved with one change. Colleen Turner and Virginia Burke were incorrectly mentioned to be associated with VDOT. Instead of VDOT, it should be MDOT.

**2. 2020 Air Quality Forecast Protocol, Ozone Season Update, and COVID-19 Impacts**

Sunil Kumar discussed the 2020 air quality forecast protocol, ozone season summary, and impacts of COVID-19 related restrictions on air quality. As of May 10<sup>th</sup>, there was only one code yellow day (PM2.5) and the rest of the days were all code green. COVID-19 related restrictions affected NO<sub>2</sub>, ozone, and PM<sub>2.5</sub> levels as emissions decreased due to a significant reduction in traffic and energy use as businesses and offices were closed and most people were teleworking. The number of light-duty vehicles dropped to almost 50% but heavy-duty vehicles constitute most of the vehicular NO<sub>x</sub> emission dropped only slightly. Energy use dropped by 7.5%. Weather might also have played some role, which needs to be investigated.

### **3. Draft Base Year 2017 Emissions Inventory**

Sunil Kumar discussed the status of the public hearing and comment processes for the District, Maryland, and Virginia. The District's process ended while those of Maryland and Virginia are still ongoing. None of the jurisdictions has received any comments yet. EPA published NEI 2017 final data on April 30, 2020. Following this, Virginia plans to update emissions for a few categories in the BY2017 emissions inventory. The District was still mulling over as of May 12<sup>th</sup> and Maryland decided not to update their inventories. The revised BY 2017 inventory with updated emissions received from Virginia (and the District if they decide to update inventory) will be presented in the May 27th meeting of MWAQC. Since May 27 also happens to be the last date for receiving public comment for Virginia, the committee would be unable to take formal action. Therefore, MWAQC will be asked to approve a resolution authorizing the MWAQC-Executive Committee to approve the inventory on behalf of MWAQC upon completion of all three public comment periods. Ram asked if including updates in the inventory would require additional comment period. Doris said that this was not needed in previous SIPs. Ram said that during DOEE's discussion with EPA R3, R3 seemed to suggest that a new comment period would be required if any corrections are made to the inventory after the public comment period has ended. Doris said that she would talk to EPA on the next planning call about it.

### **4. COG Staff Memo on EPA's Final SAFE Vehicle Rule to MWAQC, CEEPC, and TPB**

Sunil Kumar briefed members on the revised memo, which incorporated comments received from members. It also includes two new tables, which show estimated average fuel economy standards for the 2012 and 2020 rules.

#### **5A. Briefing on Final MATS Rule**

Sunil briefed members on the final MATS rule. Based on the revised cost-benefit analysis, EPA concluded that it is not "appropriate and necessary" to regulate electric utility steam generating units (EGUs) under section 112 of the Clean Air Act. However, EPA did not remove coal- and oil-fired EGUs from the list of affected source categories for regulation under section 112 of the CAA, so the MATS rule remains in effect. EPA also took final action on the residual risk and technology review (RTR) required by CAA section 112. EPA did not change the MATS. EPA's revised analysis did not include co-benefits from particulate matter (PM) while the analysis for the 2012 MATS did. EPA determined that equal reliance on the PM benefits projected to occur as an ancillary result of HAP emission reductions was flawed since CAA section 112 is specifically designed to achieve HAP emissions reductions. EPA determined that the correct consideration of cost is to primarily compare the cost of compliance with MATS with the benefits that are specifically attributable to reductions in emissions of HAP.

#### **5B. Briefing on Proposed PM2.5 NAAQS**

Sunil briefed members on the PM2.5 NAAQS proposed by EPA. EPA proposed on April 30, 2020 primary and secondary PM2.5 NAAQS. EPA is proposing to retain current 24-hour (35 ug/m<sup>3</sup>) and annual (12.0 ug/m<sup>3</sup>) primary standards for PM2.5. EPA is also proposing to retain current 24-hour (150 ug/m<sup>3</sup>) primary and secondary standards for PM10 (There are no annual primary or secondary standards for PM10). CASAC was split. While some recommended tighter standards, some agreed with current ones. Ram asked members if the committee should comment on it. Tom and Brian said that VDEQ and MDE do not intend to do so at this time.

### **5C. Briefing on 2020 State of the Air Report (ALA)**

Sunil briefed members on the 2020 State of the Air report published by the American Lung Association. The report combines the metropolitan Washington and metropolitan Baltimore areas in its metro area rankings and provides individual city/county rankings. Ranks are based on a grading system, which assigns standard weights to the number of code orange, red, and purple days. Grades are calculated by adding 3 years of individual level data (2016-2018), multiplying the sums of each level by the assigned standard weights (i.e. 1=orange, 1.5=red, 2.0=purple and 2.5=maroon) and calculating the average. Grades are assigned based on the weighted averages as follows:

A=0.0, B=0.3-0.9, C=1.0-2.0, D=2.1-3.2, F=3.3+.

The report does not consider Design Value used by EPA for attainment evaluation. The combined metro Washington-Baltimore CSA ranks 20th for ozone pollution out of 228 metro areas rated (16th in 2019 report), 64th for 24-hour particle pollution out of 217 metro areas rated (Not on top 25 list in 2019), and 49th for annual particle pollution out of 203 metro areas rated (Not on top 25 list in 2019).

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

Virginia – Tom said that The Governor signed the RGGI bill into law.

Maryland – Brian said that Maryland will hold a virtual public hearing for the BY2017 emissions inventory. The Emission Certification and nonattainment NSR SIPs were submitted to EPA. Both air and Title 5 source monitoring were continuing.

District – Ram said the District submitted the Emission Certification SIP to EPA. The DOEE director signed the nonattainment NSR SIP. Both these SIPs are being submitted electronically to EPA.

The conference call ended at 11:20 am.