

MWAQC Technical Advisory Committee
Meeting Summary
September 13, 2022, 10:00 AM to 11:55 AM

Present:

Tad Aburn, Maryland Department of the Environment
Catherine Salarano, Maryland Department of the Environment
Chris Voigt, Virginia Department of Transportation
Dan Goldberg, George Washington University
Demetra McBride, Arlington County
Jim Ponticello, Virginia Department of Transportation
John Kinsman, Edison Electric Institute
Joseph Jakuta, District Department of Energy & Environment
Kari Snyder, Maryland Department of Transportation
Malcolm Watson, Fairfax County Department of Transportation
Marcia Ways, Maryland Department of the Environment
Mathew Gaskin, District Department of Transportation
Ram Tangirala, District Department of Energy & Environment
Regina Moore, Virginia Department of Transportation
Richard Dooley, Arlington County
Roger Thunell, Maryland Department of the Environment
Sonya Lewis-Cheatham, Virginia Department of Environmental Quality
Thatch Gerike, District Department of Energy & Environment
Tom Ballou, Virginia Department of Environmental Quality
Gregory Beacot, EPA R3

Staff:

Sunil Kumar, COG/DEP
Dusan Vuksan, COG/DTP
Erin Morrow, COG/DTP
Jeff King, COG/DEP
Jane Posey, COG/DTP
Jen Desimone, COG/DEP
Kanti Srikanth, COG/DTP
Leah Boggs, COG/DEP
Mark Moran, COG/DTP
Tim Masters, COG/DEP
Wanda Owens, COG/DTP

1. Call to Order and Review of Meeting Summary

Chair Tad Aburn called the meeting to order at 10 am. The July 12th meeting summary was approved without any changes.

2. Ozone Season Summary

Sunil briefed members on the current ozone season data. There were three exceedances of the ozone standard and 1 exceedance of the 24-hour PM_{2.5} standard as of September 13, 2022. The draft ozone design value for 2020-2022 was 67 ppb. Ram asked COG staff to

research on long range transport issues. He also suggested that MWAQC should start considering local air quality issues as traditional regional air pollution issues are receding. Tad said that not only the number of exceedance days has gone down but also the spatial extent of exceedance has also declined. He suggested showing to MWAQC the reduction in the spatial extent of exceedances. Tad mentioned that the ozone own production efficiency has now gone down as the NOx reduction has changed ozone chemistry recently. Lot less ozone is being created now compared to previous years.

3. Transportation Planning and Motor Vehicle Emission Budgets

Jane Posey discussed anticipated needs and timeline for updating the regional long-range transportation plan, and the need for updated MVEBs. She referred to a preliminary sensitivity test for MOVES3 using MOVES2014b inputs from the 2022 Update to Visualize 2045 air quality conformity analysis, which demonstrated some significant differences in emissions. While VOC emissions decreased by 18% and 14% in 2025 and 2030 respectively, NOx emissions increased by 9% and 26% respectively in those years. Higher NOx emission in 2030 is a cause for concern for transportation conformity as it is above 1.8 tpd over the Tier 2 MVEB in that year. For this reason, there is a need to update MVEBs in the 2008 ozone NAAQS maintenance plan using MOVES3. Those approved updated MVEBs will be needed by the end of 2023 for use in the air quality conformity analysis of the 2024 LRTP update. Without these new MVEBs the new LRTP will not pass the conformity test and the region's current and new (IIJA) funding will be jeopardized. New MVEBs associated with the 2015 ozone standard requirements will not override the need for new MVEBs for the 2008 ozone NAAQS maintenance plan. Ram asked if we need to update anything other than onroad and nonroad emissions for the 2008 ozone maintenance plan as that would take lot of time and would not be complete before 2023. Jane said hopefully it will allow it just to update those two inventories. Gregory Beacot said there will be some proof required to show that the reason doesn't need to update non-motor vehicle emissions. Ram also asked if there is any way to mitigate the 2030 situation through application of TERMS as it seems to be a short-term situation to avoid the maintenance plan update submittal. Joseph cell it'll be difficult to overcome the 2030 situation only through TERMS but anything done to help that situation will be very helpful. Jane said that getting a reduction of 1.8 tpd through TERMS will be nearly impossible. Tom agreed with Jane. TPB wants to do an apple-to-apple comparison with MVEBs and MOVES3 inventories. We also don't know what the situation would be in 2040, 2045, or even 2050. Jim wanted to get conformation from EPA on the assumption that if we still have to meet the 2008 ozone MVEBs even when the new 2015 ozone MVEBs are approved. Greg conformed that. He said that only when the 2008 standard is revoked, the regional emission analysis will not be required. However, transportation conformity requirements such as, public participation and plan submittal will still be required. Jane asked Greg if EPA has no plans to revoke the 2008 ozone standard. Greg said that he does not know about it, but it certainly does not seem to be a priority for EPA as of now. Kanti said that unless EPA does not require emission analysis for conformity any longer in a situation Greg just described, this may not remain a short-term situation as Ram referred it to. It could go on for 8-9 years. Federal government increased funding significantly for transit, non-transit, highway, and EV projects. If the 2030 situation affects conformity, states and locals won't be able to access those funds for 8-9 years. In that case, it will not be a short-term issue. Tad talked about the long-term role of climate change in transportation conformity. Kanti mentioned TPB's adopted goals of greenhouse gas emissions reductions. Tad mentioned Maryland's 2045 Net Zero and regional haze goals.

4. Status Update on Ozone Planning

Jeff King talked from a memo that provided updates on SIP planning status and staff recommendations for work activities to develop SIP submittal requirements, including a list of technical and regulatory questions that need to be addressed to inform decision-making.

Main questions identified include:

1. EPA actions on repeal of the 2008 Ozone NAAQS,
2. Requirements for revising MVEBs for the 2008 Ozone Maintenance Plan, and
3. Anticipated timeline for reclassification from Marginal to Moderate, and/or issuance of Clean Data Determination for the 2015 Ozone NAAQS.

Questions to EPA and Greg's response to the 2008 ozone NAAQS maintenance plan update and contingency measures

1. Does EPA have plans to revoke the 2008 Ozone NAAQS, if so, when?
Greg – No info- on this.
2. COG understands that a MVEB revision can be submitted for consideration and approval by EPA and that such a submittal may not necessarily require the region to update all emission inventories for all sources, depending on EPA's guidance (Policy Guidance on the Use of MOVES3 for State Implementation Plan Development, Transportation Conformity, General Conformity, and Other Purposes, Page 8, US EPA, November 2020). Since the region submitted the 2008 Ozone maintenance plan only in 2018, does EPA still expect the region to update point, non-point, and MAR inventories in addition to updating onroad and nonroad inventories?
Greg – Already sent an email with the above MOVES3 guidance.
3. Can contingency measures included in the 2008 Ozone NAAQS maintenance plan be used in the 2015 Ozone NAAQS maintenance plan since those measures were neither used in developing emissions inventories in that plan nor used as contingency measures later on after the approval of the above plan as conditions set forth in that plan for use of those measures never occurred (e.g, absence of 4th highest ozone value exceeding 75 ppb before 2020 or the 2008 ozone NAAQS violation after 2021)?
Greg – Unused contingency measures can be used again in a new plan if those measures meet the requirements of contingency measures.

Jim asked Greg if EPA can approve or deem adequate MVEBs in the 2008 ozone NAAQS maintenance plan update by December 2023. Greg said that it takes time to approve the plan but certainly it can be taken as a priority.

Doris ask Jane when will be 2008 ozone MP update MVEBs ready. Jane said we have networks ready so we can complete 2014, 2025, and 2030 emissions and MVEBs in two months after we receive MOVES3 inputs from states.

5. Update On Sip Planning Technical Components

Sunil provided updates on non-point & MAR sources growth surrogates and 2017 & 2023 onroad & onroad source inventories & MVEBs. Tad said that UMD/MDE modeling is going well.

6. State/Local Updates

There were no updates.