

**MWAQC Technical Advisory Committee**  
**Meeting Summary**  
**March 14, 2023, 10 AM to 11:00 AM**

**Present:**

Tom Ballou, Virginia Department of Environmental Quality  
Anna Marshall, Baltimore Metropolitan Council  
Catherine Salarano, Maryland Department of the Environment  
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, Maryland Department of Transportation  
Marcia Ways, Maryland Department of the Environment  
Mathew Gaskin, District Department of Transportation  
Regina Moore, Virginia Department of Transportation  
Richard Dooley, Arlington County  
Roger Thunell, Maryland Department of the Environment  
Sophia Cortazzo, Maryland Department of the Environment  
Sonya Lewis-Cheatham, Virginia Department of Environmental Quality  
Thatch Gerike, District Department of Energy & Environment  
Thomas Foster, Virginia Department of Environmental Quality  
Virginia Burke, Maryland Department of Transportation  
Greg Becoat, EPA R3

**Staff:**

Sunil Kumar, COG/DEP  
Dusan Vuksan, COG/DTP  
Erin Morrow, COG/DTP  
Jane Posey, COG/DTP  
Jeff King, COG/DEP  
Jen Desimone, COG/DEP  
Jinchul Park, COG/DTP  
Leah Boggs, COG/DEP  
Wanda Owens, COG/DTP

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

Chair Tom Ballou called the meeting to order at 10 am. The February 7<sup>th</sup> meeting summary was approved without changes.

**2. 2008 Ozone NAAQS Maintenance Plan Update**

A. EPA's response to revised proposal to update the plan

Sunil Kumar informed members that COG staff didn't receive a response from EPA on the revised proposal to EPA to update plan inventories. He said that COG staff is working on the updated plan based on the revised proposal.

B. Results of onroad and nonroad emissions inventory analyses

Sunil Kumar discussed results of the onroad and nonroad emissions inventory analyses for 2025 and 2030. Both nonroad model and onroad emissions were developed using MOVES3.0.4. State air agencies and MWAQC staff developed different inputs required by MOVES3.0.4 nonroad model. State air agencies, MWAQC staff, and TPB staff developed different inputs required by MOVES3.0.4 onroad model. Model inputs went through extensive

QA/QC process before being finalized and included in model runs.

MOVES3 nonroad VOC and NOx emissions are lower compared to MOVES2014a. While MOVES3 VOC emission stays relatively flat in 2030, MOVES3 NOx emission shows sharper drop in 2030 compared to MOVES2014a. While MOVES3 onroad VOC emissions are lower compared to MOVES2014a emissions, MOVES3 NOx emissions are higher. MOVES3 VOC and NOx emissions show less steep drop in 2030 compared to MOVES2014a. Updated 2025 and 2030 VOC and NOx emissions continue to stay below the maintenance level (Attainment Year 2014), which is one of the most important criteria for maintenance plan approval.

Roger asked the reason behind the difference in nonroad emissions between MOVES3.0.4 and MOVES 2014a. Sunil mentioned two factors behind that.

1. Updated nonroad engine and vehicle population
2. Different baseline years for projecting population growth (1990-2000s)

Sonia agreed with Sunil. Joseph said that there were big changes made in MOVES2014b, which were carried over to MOVES3.0.4.

### C. Plan schedule

Sunil Kumar said that there was no change in schedule as of now. There has been about a month of delay due to extended QA/QC of model inputs. If needed, MWAQC could be requested on May 24<sup>th</sup> to authorize the MWAQC-Executive Committee to approve the plan for public hearing and comment process. Else, the plan would have to be approved by MWAQC for public hearing and comments in its September meeting and finally approved for EPA submittal by states in its December meeting. He mentioned that the plan timeline could also be affected by EPA's response timeline for their initial review of the plan.

### D. Discussion on use of conformity buffers in developing MVEBs

Jane Posey discussed TPB's proposed safety margins and MVEBs for the plan update. She cited the reference in the initial plan to the need for re-evaluation of MVEBs in that plan owing to changes to the onroad model and travel planning assumptions. She also pointed to a preliminary TPB study showing the difference in emissions due to the difference in model versions (MOVES2014b and MOVES3.0.4). She outlined the need for TPB's proposed 20% safety margins for 2025 and 2030 due to several reasons (Changes to model, fleet, and economic growth, etc).

Roger said that MDE is still evaluating the 2-Tier MVEB approach so MDE cannot respond to the 20% safety margins proposal for now. Tom said that both VDEQ and VDOT are on the same page on the issue of safety margin. Virginia prefers a 20% safety margin to make it easy for conformity demonstrations. Joseph said that the District is still mulling over the proposal and doesn't have a response for now.

## **3. State/Local Updates**

Virginia- Tom said that Virginia will be having a public hearing for REGI repeal on March 16 in Richmond from 2pm-5pm.

Maryland- Roger said that the Governor announced his commitment to advance Clean Cars 2 program so Maryland is pushing ahead with that. An attainment SIP for the 2015 ozone NAAQS Baltimore moderate nonattainment area was submitted to EPA.

District- Joseph said that the District will be publishing a proposed rule in response to our finding of failure to submit our startup shutdown malfunction SIP amendments in response to the SIP call on March 17<sup>th</sup>.

The meeting ended at 11:00 am.