

**MWAQC Technical Advisory Committee**  
**Meeting Summary**  
**July 14, 2020, 10:00 AM to 11:45 AM**

**Present:**

Tom Ballou, Virginia Department of Environmental Quality  
Doris McLeod, Virginia Department of Environmental Quality  
Brian Hug, Maryland Department of the Environment  
Karl Munder, Maryland Department of the Environment  
Peggy Courtright, 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  
Norman Whitaker, Virginia Department of Transportation  
Colleen Turner, Maryland Department of Transportation  
Virginia Burke, Maryland Department of Transportation  
Kari Snyder, Maryland Department of Transportation  
Austina Casey, District Department of Transportation  
Mathew Gaskin, District Department of Transportation  
John Kinsman, Edison Electric Institute  
Malcolm Watson, Fairfax County  
Trevor Manning, Navy Region 3  
Rossana Ren, GWRCCC

**Staff:**

Sunil Kumar, COG/DEP  
Steve Walz, COG/DEP  
Jen Desimone, COG/DEP  
Jane Posey, COG/DTP  
Jinchul Park, COG/DTP  
Mark Moran, COG/DTP

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

Tom Ballou called the meeting to order at 10 am. The June 9<sup>th</sup> meeting summary was approved without any changes.

**2. Ozone Season Update**

Sunil Kumar discussed the 2020 air quality forecast protocol, ozone season summary, and impacts of COVID-19 related restrictions on air quality. As of July 6<sup>th</sup>, there was only one Code Red day (ozone and PM2.5 combined) and the rest of the days were either code green or code yellow. COVID-19 related restrictions affected ozone, and PM2.5 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, which had dropped to 53% at April end came back to 18% of the normal traffic by June end. Heavy-duty vehicle traffic that constitute most of the vehicular NOx emission did not change much. Energy use dropped by 6%. Weather also played some role in keeping pollutant levels low.

Doris enquired about the vehicle emission breakdown by fuel (gas vs diesel). She said that this would help understand the relationship between the light-duty vehicle NOx emission and the recent reduction in the traffic for such vehicles. Dusan said that he would need to talk to the higher management about this particular request. Steve said that the MWAQC staff would get in touch the TPB staff on this and get back to Doris on her request.

### **3. GWRCCC Vehicle Electrification Effort**

Rossana Ren presented an overview of the vehicle electrification efforts being pursued by the Greater Washington Clean Cities Coalition. The goal of the Mid-Atlantic Electrification Partnership is to expand the electric vehicle ecosystem in the DMV region with \$6.7M funding from the U.S. Dept. of Energy. The partnership brings together industry, government, and non-profits for several key activities such as, education and outreach programming & events, EV school bus, EV taxi/rideshare, EV shuttle bus deployment, and the expansion of charging infrastructure. The goal is to research and assess community engagement topics and develop strategies for equitable transportation electrification in DMV's underserved communities, focusing on Wards 7 and 8, and Prince George's County. Equitable transportation policies can improve mobility and access to jobs and services, provide employment opportunities, and reduce local air pollution, benefitting community health.

### **4. Maryland's After-Market Catalytic Converter Regulation**

Karl Munder presented an overview of Maryland's After-Market Catalytic Converter regulation. This regulation is based on the OTC AMCC model rule which MDE updated to reflect changes implemented by states that have adopted a similar regulation. Due to low quality of some AMCC, states and stake holders have called on EPA to amend its federal AMCC policy. AMCC technology is lagging behind today's emissions control technology. California Air Resources Board (CARB) has demonstrated the ability of a state program to ensure AMCCs effectively reduce emissions. An effective AMCC program can provide meaningful NOx reductions at a time when MWAQC members and other states are getting very close to meeting the 2015 ozone standard. Estimated regional and local daily NOx reductions are 24 and 2 tons, respectively from this regulation. A coordinated regional AMCC program is best in lack of any movement from the federal level for an updated program. The MDE rule allows for a more robust product to be installed over a wider range of vehicle model years. The updated program will help jurisdictions to achieve the 2015 Ozone standard.

Tom asked about the regional benefits. Marcia said it is about 4-5 tpd.

### **5. Status of the BY2017 Emissions Inventory**

Sunil Kumar presented the status of the base year 2017 emissions inventory. DOEE, made, and VDEQ completed the first round of the public hearing and comment process. DOEE and VDEQ decided to incorporate technical corrections to their portions of the base year 2017 inventories based on the final NEI 2017 emissions data. Based on the consultation with EPA, DOEE and VDEQ decided to hold a second round of the public hearing and comment process to receive comments on updated inventories.

On May 27, 2020, the Metropolitan Washington Air Quality (MWAQC) authorized the MWAQC Executive Committee to review and approve response to comments received during the second round of the public hearing and comment processes undertaken by DOEE and VDEQ.

COG Staff will work with state air agencies to develop a response to any comments received during the second round of the public hearing and comment process. This response will be

shared with MWAQC-TAC members soon after it has been finalized.

MWAQC is expected to approve response to any comments received along with the final base year 2017 emissions inventory document on July 29, 2020 for EPA submittal by state air agencies in August 2020.

## **6. EPA'S proposal on revised cost-benefit analysis approach**

Sunil Kumar discussed an EPA proposal for a revised approach to the future cost-benefit analysis. EPA published this proposed rule on June 11, 2020 that would enable the agency to develop a standard benefit-cost analysis (BCA) approach for while evaluating future significant CAA rules.

The proposed rule consists of three components:

1. EPA will develop a BCA while proposing and finalizing significant CAA rules. These rules will be expected to have a large annual impact on the economy, would disproportionately affect an industry, group, or area; or those that are novel or relevant for other policy reasons. It would also allow the EPA administrator to designate rules that might otherwise not be covered as significant.
2. It stipulates that the BCA should be performed in accordance with best practices from economic, engineering, physical, and biological sciences.
3. BCAs should quantify and monetize all benefits and qualify those that cannot be quantified.

Ram said that there is not enough time for MWAQC to comment on it. Sunil said the MWAQC-Executive Committee meets on July 29<sup>th</sup> while the deadline for comment is July 27<sup>th</sup>. DOEE and VDEQW don't plan to comment.

## **7. VDOT Project Modification Impact Study on Vehicle Emissions**

Jane Posey informed that TPB intends to present a study in September undertaken by TPB to assess the impact on emissions of VDOT project modifications.

## **8. State & Local Updates**

Virginia – Tom said that Virginia signed on and delivered the RGGI participation letter. He also mentioned that VW funds are being allocated to the electrification of vehicles and cranes and forklifts.

Maryland and the District did not have any updates.

The conference call ended at 11:45 am.