MWAQC Technical Advisory Committee
Meeting Summary
October 8, 10 AM to 11:15 AM

Present:
Roger Thunell, Maryland Department of the Environment
Allyson Frantz, Virginia Department of Environmental Quality
Catherine Salarano, Maryland Department of the Environment
Chris Voigt, Virginia Department of Transportation
Doris McLeod, Virginia Department of Environmental Quality
Emily Bull, Maryland Department of the Environment
Gwendoline McCrea, Virginia Department of Environmental Quality
Emily Bull, Maryland Department of the Environment
Jennifer Roelke, Maryland Department of the Environment
Jim Ponticello, Virginia Department of Transportation
Malcolm Watson, Fairfax County Department of Transportation
Melissa Atwood, City of Alexandria
Sophia Cortazzo, Maryland Department of Transportation
Sonya Lewis-Cheatham, Virginia Department of Environmental Quality
Thatch Gerike, District Department of Energy & 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
Alissa Boggs, 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
Robert Christopher, COG/DEP
Robert dAbadie, COG/DTP
Tim Masters, COGDEP
Wanda Owens, COG/DTP

1. **Call to Order & Review of Meeting Summary**
   Roger Thunell called the meeting to order at 10 AM. The September 10th meeting summary was approved without any changes.

2. **2023 VIN Data**
   Dusan Vuksan discussed the processed VIN data for 2023 that will be used in the current and future conformity, SIP, and greenhouse analyses. Vehicle purchasing in the region has recovered from the pandemic, with an increase in registered vehicles. The average age of the vehicle fleet has increased from 9.51 years in 2020 to 9.97 in 2023. This increasing trend in the vehicle age may pose challenges for meeting greenhouse gas emission reduction goals. The number of hybrid and electric vehicles in the fleet has significantly increased between 2020 and 2023. There is a shift towards light duty trucks and away from light duty cars, which could have negative impacts on emissions.

3. **EPA DRAFT LIST OF QUESTIONS & UPDATED SCHEDULE – 2015 OZONE NAAQS RR/MP**

Sunil Kumar discussed the latest draft list of questions for EPA and an updated schedule for the 2015 ozone NAAQS Redesignation Request/Maintenance Plan. Questions related to the timing of the publication of Clean Data Determination and Exceptional Evens Waiver were excluded from the list and a new question related to ERCs for Maryland power plants that were shutdown was added. Roger brought up the issue of dealing with those plant shutdowns and their impact on emissions in attainment year 2022 and future milestone years. He mentioned that those plants were present in 2022 so their emissions could be grown in the future based on ERC growth factors.

Sunil also discussed the updated expedited schedule. He mentioned that if EPA does not require the region to use MOVES4 to update its base year 2017 emissions inventory, then the schedule could be further expedited. Doris McLeod expressed concerns about the schedule and potential difficulties in meeting EPA's attainment plan requirements for contingency measures if the region would need to develop an attainment plan due to a potential bad 2025 summer. She talked about the methodology for converting EPA's modeling inventory from annual to ozone season day. States have not decided yet if they want to do the conversion in-house or let MARAMA use their EMF tool to do so. MARAMA provided county level conversion for a few states in the past. That is an option available.

Sunil asked if the region should use MOVES4 or MOVES5 for the 2015 ozone standard RR/MP. Doris mentioned that as MOVES4 is more conservative than MOVES5, it will be easier to meet conformity requirements with MOVES5 compared to MOVES4. Therefore, we can suggest EPA allow the region to use MOVES4. Members decided to add this question to the list for EPA.

4. BRIEFING ON THE NEW CPRG AWARD FOR MEDIUM AND HEAVY-DUTY ONROAD VEHICLE ELECTRIC CHARGING INFRASTRUCTURE

Robert Christopher discussed the details of the CPRG award for Maryland for medium and heavy-duty onroad vehicle electric charging infrastructure. The Climate Pollution Reduction Grant (CPRG) program provides funding for Maryland's participation in the Clean Corridor Coalition (CCC), focusing on the development of Zero Emission Medium- and Heavy-Duty Vehicle (ZE-MHDV) infrastructure along the I-95 Corridor.

The goal is to create a network of charging and fueling infrastructure that will support the transition to cleaner, zero-emission transportation options for medium- and heavy-duty vehicles.

Maryland's allocation of CPRG funding is part of a multi-state initiative to reduce greenhouse gas (GHG) emissions and promote clean transportation. The funding will specifically support projects aimed at developing ZE-MHDV infrastructure along the I-95 Corridor.

The key objectives of this funding include:

- Establishing charging and fueling stations for ZE-MHDVs
- Reducing emissions from freight and transportation sectors
- Promoting sustainable transportation options across the state

Maryland's next steps in implementing the CPRG-funded projects for the Clean Corridor Coalition include:

Finalizing infrastructure plans and site selection

Engaging with regional partners and stakeholders

Launching construction and installation of charging and fueling stations

Monitoring and evaluating progress to ensure project goals are met

5. UPDATE ON EJ SUBCOMMITTEE

Robert Christopher dais that the subcommittee has been actively engaging with local environmental justice groups and taking in their input for the action plan. Members of the public, particularly the Cheverly area, share ongoing air quality challenges due to industrial activities and traffic in the community and the work that they have done on local air quality monitoring. Representative from Power DC highlights similar concerns in the Ivy City in Brentwood areas where industrial facilities are negatively impacting residential areas. Others in Fairfax county

talked about severe health risks that their communities face. The subcommittee received a good amount of public feedback regarding better public involvement and environmental decisions, including stronger partnerships with impacted communities. Commenters identified key pollution sources such as diesel emissions, highway traffic, idling, and truck traffic especially in areas with high transportation activity. Concerns around pollutants such as, metals, Black Carbon, VOCs, PM, and dust has been highlighted as major concerns. One of the suggestions was to create community air pollution monitoring stations and network to track local air pollution in addition to track local pollution in addition to real-time action to strict permit regulation unpermitted polluting sources. These feedback will help shape the creation of an action plan.

6. State/Local Updates

There were no updates.