

MWAQC Technical Advisory Committee
Meeting Summary
November 12, 2019, 10:00 AM to 11:00 AM

Present:

Alex Brun, Maryland Department of the Environment
Ram Tangirala District Department of Energy & Environment,
Joseph Jakuta, District Department of Energy & Environment
Doris McLeod, Virginia Department of Environmental Quality
Sonya Lewis-Cheatham, Virginia Department of Environmental Quality
Jim Ponticello, Virginia Department of Transportation
Chris Voigt, Virginia Department of Transportation
John Kinsman, Edison Electric Institute
Samuel Gaber, Fairfax County
Malcolm Watson, Fairfax County

Staff:

Sunil Kumar, COG/DEP
Jane Posey, COG/DTP
Dusan Vuksan, COG/DTP
Erin Morrow, COG/DTP
Mark Moran, COG/DTP

1. Call to Order and Review of Meeting Summary

Alex Brun (Acting Chair) called the meeting to order at 10 am. The September 10th meeting summary was approved without any changes.

2. Ozone Season Update

Sunil discussed draft ozone and fine particles data for the 2019 ozone season. There was one exceedance of the 24-hour average PM_{2.5} NAAQS, which was recorded on July 4th. PM_{2.5} levels reached code red at the District monitors, highest being 67.5 ug/m³. There were ten exceedances of the 2015 ozone NAAQS and all were code orange. The draft ozone design value for the period 2017-2019 was 72 ppb based on data. An analysis of ozone data at different monitors during 2018-2020 showed that the minimum 4th highest daily maximum 8-hour average needed to maintain the nonattainment status for the 2015 ozone NAAQS in 2020 is 65 ppb at Beltsville monitor. Therefore, it seems that there is a good chance the Washington region may not attain the 2015 ozone NAAQS in 2020. Annual and daily PM_{2.5} design values for the period 2016-2018 were 9.0 ug/m³ and 20 ug/m³ respectively.

3. Update on Base Year Emissions Inventory

Sunil Kumar discussed the status of the base year 2017 emissions inventory. Inventories for all four sources for the three jurisdictions except for nonpoint and MAR sources for the District were completed. Ram said that the delay in providing emissions for those two categories was due to the non-availability of NEI 2017 data by November 1st as promised by EPA. Joseph said that he would talk to Virginia and Maryland about developing those emissions in absence of EPA data.

4. EPA's Final Rule on Withdrawal of Waiver to California's ZEV Mandates

Sunil Kumar briefed members on EPA's final rule on the withdrawal of the waiver to California's ZEV mandates. This rule provides nationwide uniform fuel economy and greenhouse gas emission standards for automobile and light duty trucks. Through this action, the federal law preempted state and local tailpipe greenhouse gas (GHG) emissions standards as well as zero emission vehicle (ZEV) mandates. States would no longer be able to set tougher GHG emissions standards for passenger cars and light duty trucks. This would hinder the region's ability to reduce GHG emissions and work towards attaining the region's GHG reduction targets. EPA withdrew the Clean Air Act preemption waiver it granted to the State of California in January 2013 as it related to California's Advanced Clean Car programs for GHG emissions and ZEVs. However, California's ability to enforce its Low Emission Vehicle program and other clean air standards to address harmful ozone-forming vehicle emissions is not affected by this action. EPA/NHTSA will publish the remaining portions of the SAFE Vehicles Rule (revisions to the federal fuel economy and GHG vehicle emissions standards) in the future. The District, Maryland, and Virginia joined a lawsuit against the rule led by California. Therefore, uncertainties related to the rule is expected for some time to come.

MOVES2014b model needs to be updated to include the new (yet-to-be-published) SAFE rule for GHG and fuel economy standards. EPA also needs to provide guidance for modeling the removal of ZEV mandates. The plan would probably need to be revised with the new version of MOVES model to accommodate rule changes and develop new sets of MVEBs, if needed.

Since the final SAFE rule for GHG and fuel economy standards is yet to be published, the impact of those changes on emissions is uncertain at this time.

Emissions in the conformity analyses for future years are expected to differ from the ones in the 2008 ozone maintenance plan due to the removal of ZEV mandates and changes expected in the final SAFE rule GHG and fuel economy standards. Emissions in the above plan would need to be revised with the new version of MOVES model to accommodate rule changes and develop new sets of MVEBs, if needed.

The currently on-going transportation conformity analysis (Visualize 2045 Update) is not including the change in the ZEV rule in absence of the guidance from EPA. The future analysis will do so once the guidance is available.

Ram wanted to know if Tier 2 MVEBs could be used if onroad emissions exceed Tier 1 MVEBS in the 2008 ozone maintenance plan. Sunil said that is possible. Jane added that MVEBs would need to be redeveloped with the new onroad model if Tier 2 MVEBs are exceeded in the future.

5. State & Local Updates

Maryland and Virginia did not have any updates. Joseph said that the District submitted a regional Haze plan to EPA.

6. Adjourn

There being no other business, the meeting was adjourned at 11:00 am.