

**MWAQC Technical Advisory Committee**  
**Meeting Summary**  
**September 12, 1:00 PM - 2:55 PM**

**Present:**

Joseph Jakuta, District Department of Energy & Environment  
Ava Lovain, Virginia Department of Environmental Quality  
Catherine Salarano, Maryland Department of the Environment  
Danielle Simms, Virginia Department of Environmental Quality  
Doris McLeod, Virginia Department of Environmental Quality  
Jenny Roelke, Maryland Department of the Environment  
Marcia Ways, Maryland Department of the Environment  
Regina Moore, Virginia Department of Transportation  
Roger Thunell, Maryland Department of the Environment  
Sonya Lewis-Cheatham, Virginia Department of Environmental Quality  
Thomas Foster, Virginia Department of Environmental Quality  
Tom Ballou, Virginia Department of Environmental Quality  
Virginia Burke, Maryland Department of Transportation  
Emily Carr, ICF

**Staff:**

Sunil Kumar, COG/DEP  
Alissa Boggs, COG/DEP  
Dusan Vuksan, COG/DTP  
Erin Morrow, COG/DTP  
Jeff King, COG/DEP  
Jen Desimone, COG/DEP  
Maia Davis, COG/DEP  
Heidi Bonnaffan, COG/DEP  
Robert Christopher, COG/DEP  
Jinchul Park, COG/DTP  
Leah Boggs, COG/DEP  
Mark Moran, COG/DTP  
Robert d'Abadie, COG/DTP  
Wanda Owens, COG/DTP

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

Joseph Jakuta chaired the meeting and called it to order at 10 AM. The July 8<sup>th</sup> meeting summary was approved without any changes.

**2. Ozone Season Summary**

Sunil Kumar briefed members on the 2025 ozone season air quality data. There were three ozone and two PM2.5 exceedances until August 30<sup>th</sup> of this year. He discussed a number of other charts showing essentially the same trend in air quality data. This shows a continuation of the trend of declining ozone and PM2.5 exceedances. He attributed two code red days observed on July 4/5 to fireworks. Sunil pointed out that certain ozone monitors need to be watched closely for potential ozone standard violations.

**3. 2015 Ozone NAAQS RR/MP Inventory**

Sunil Kumar briefed members on the status of emissions inventories for all sources for the redesignation request/maintenance plan.

Point: Maryland needs to revise its growth factors. Virginia is close to completing its inventory.

Nonpoint & MAR: Everybody agreed to use COG Cooperative Forecasts and VMT projections for growth factors and controls for RICE NSPS and gasoline distribution. EPA EMP inventories for 2032 and 2038 lack good documentation needed for the plan.

Nonroad & Onroad:

Sunil Kumar discussed nonroad inventory for 2017 that was developed using MOVES5 model, meteorological data from the base year 2017 nonroad runs, and a combination of state provided inputs and MOVES5 defaults. TPB staff is still reviewing onroad inputs provided by states for all milestone years and plans to send a few questions related to AVFT inputs.

Sunil informed members regarding a letter sent to EPA requesting them to provide finalized and documented EMP 2022v1 inventories for future years (2032 and 2038) or provide details of the approach to use for developing those inventories and related documentation in case EPA can't publish above future year inventories.

#### **4. Draft Visualize 2050 Transportation Conformity Analysis and Draft MWAQC Comment Letter**

Robert d'Abadie discussed the results of the draft Visualize 2050 analysis.

The Washington region meets all federal air quality conformity requirements. Mobile source emissions of Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO<sub>x</sub>) are below EPA-approved budgets, regardless of whether the I-495 Southside Express Lanes (SEL) project is included. However, the Visualize 2050 plan continues to require the use of safety margins to meet the MVEBs and demonstrate conformity for volatile organic compounds (VOC) in 2025 and 2030. The conformity analysis was performed both with and without the I-495 SEL, and results were essentially identical.

Analysis covers years 2025, 2026, 2030, 2040, 2045, and 2050 and uses updated 2008 Ozone Maintenance Plan budgets (approved October 2024). It was developed using Gen2/Version 2.4.6 Travel Demand Model, MOVES4.0.1, 2023 vehicle registration data, and Round 10.0 Cooperative Forecasts.

Regional Trends

- By 2050, per capita driving is projected to decline by 5%.
- Vehicle fleet and population are both growing, but travel demand per person is decreasing.
- All major HOV/HOT facilities and roadway restrictions are modeled.

Next Steps & Timeline

- Key upcoming dates:
  - Sept 24, 2025: Presentation to MWAQC
  - Oct 15, 2025: TPB Board vote on I-495 SEL
  - Oct 23–Nov 21, 2025: Public comment period
  - Dec 17, 2025: Final approval sought for the plan and conformity analysis

Sunil discussed the draft MWAQC comment letter for the conformity analysis. The only concern for MWAQC with this analysis was that the plan still relies on safety margins to meet MVEBs for volatile organic compounds (VOC) in 2025 and 2030. MWAQC urged TPB to prioritize projects that reduce transportation sector emissions so that future emissions remain below MVEBs without needing safety margins, to better protect public health. The region is experiencing increased vehicle miles traveled (VMT), population, and job growth. MWAQC encouraged continued investment in VMT and emission reduction strategies: public transit, ride-sharing, pedestrian and bike infrastructure, travel demand management, and Transportation Emission Reduction Measures (TERMS).

#### **5. EPA CPRG Benefit Analysis**

Emily Carr discussed the Climate Pollution Reduction Grants (CPRG) program. This program funds the DC Metropolitan Statistical Area (MSA) to develop and implement plans for reducing greenhouse gas (GHG) emissions and other air pollutants. The planning process includes a Priority Climate Action Plan (PCAP) (due March 2024) and a Comprehensive Climate Action Plan (CCAP)

(due December 2025). The plan covers DC, Maryland, Virginia, and parts of West Virginia.

#### CCAP Requirements

The CCAP must include:

- GHG inventory and projections
- Aggressive but feasible GHG mitigation strategies for all sectors (transportation, buildings, electric power, waste, agriculture, natural lands)
- Benefits analysis (including co-pollutants)
- Workforce assessment
- Implementation authority and funding leverage
- Clear GHG reduction targets, aiming for net-zero by 2050

#### GHG Inventory and Projections

- 2020 GHG Emissions (MSA):
  - Total: ~60 MMTCO<sub>2</sub>e
  - Largest sources: On-road transportation (33%), commercial buildings, residential buildings
- Business-As-Usual (BAU) Projections:
  - On-road emissions: 20 MMTCO<sub>2</sub>e (2020), 21 (2030), 18 (2050)
  - Without intervention, emissions decline only modestly by 2050

#### Mitigation Strategies (CCAP Measures)

- Buildings & Clean Energy: Accelerate energy efficiency, decarbonize buildings, expand renewables, promote district energy/microgrids, and address data center efficiency.
- Transportation: Promote public transit, non-motorized travel, micromobility, shared travel, and development to reduce vehicle miles traveled (VMT); accelerate adoption of zero-emission vehicles (ZEVs) and clean fuels; electrify off-road equipment and rail.
- Waste: Reduce emissions from waste and wastewater.
- Land Use: Expand regional tree canopy, reduce loss.
- Engagement: Increase education and outreach.

#### Transportation-Specific Measures

- ZEV Adoption: 100% battery electric vehicle (BEV) sales by 2040 for light-duty, 100% BEV or fuel cell for medium/heavy-duty by 2050, 100% electric buses.
- Alternative Fuels: Increase use of biodiesel, renewable diesel, and sustainable aviation fuel (SAF).
- VMT Reduction: Target 1.8% reduction by 2030, 3% by 2050 from BAU.
- Rail Electrification: 100% electrification of the Penn Line by 2035.

#### Projected Results

- GHG Reductions:
  - ZEV adoption is the largest single contributor to GHG reductions.
  - By 2030: Net GHG emissions drop from 53 (BAU) to 46 MMTCO<sub>2</sub>e.
  - By 2050: Net GHG emissions drop from 38 (BAU) to 2 MMTCO<sub>2</sub>e.
- Co-Pollutant Reductions (2025–2050):
  - NO<sub>x</sub>: 120,000 MT
  - SO<sub>2</sub>: 13,000 MT
  - PM: 70,000 MT
  - CO: 350,000 MT

#### Next Steps

- September 2025: Committee and stakeholder engagement, internal draft review.
- October 2025: Public comment period.
- November 2025: Revisions based on comments.
- December 2025: Final CCAP published and submitted to EPA.

## **6. EPA Proposal for Revoking Endangerment Finding**

Robert Christopher discussed EPA's Reconsideration of the Endangerment Finding. This Finding classified greenhouse gases (GHGs) as pollutants under the Clean Air Act, based on the Supreme Court's *Massachusetts v. EPA* (2007) decision and gave EPA authority to regulate GHGs from vehicles and stationary sources, and has been repeatedly upheld by federal courts. The Endangerment Finding is the legal foundation for federal GHG standards, including vehicle emissions standards (light-, medium-, heavy-duty), Clean Power Plan, Methane rules for oil & gas, Carbon regulations for power plants, etc. It has contributed to climate mitigation, improved air quality, and public health benefits. EPA proposed a repeal on July 29, 2025 based on a number of rationales such as, narrower interpretation of the Clean Air Act (excluding global impacts), application of the "major questions doctrine", claims of outdated or flawed science, etc. The repeal will lead to EPA losing its authority over vehicle GHGs (Section 202(a)), stationary source rules weakening or getting invalidated, federal climate targets weakening, climate damage costs increasing, increased exposure to pollutants and climate hazards, risk of fragmented, state-by-state regulations, weakened U.S. commitments to the Paris Agreement and risks trade/diplomacy, increasing emissions from vehicles and power plants, and will place more burden on state and local agencies to meet climate targets. It will jeopardize regional 2030 and 2050 GHG reduction goals (50% and 80% below 2005 levels). A loss of federal standards will increase burden on state/local governments and risk fragmented and inefficient implementation.

COG's Climate Energy and Environment Policy Committee (CEEPC) may submit a comment letter opposing repeal, urging EPA to maintain regulatory authority, stressing importance of federal standards for local/regional planning, and citing risks to climate program goals.

## **7. State and Local Updates**

There were no updates.