

MWAQC Technical Advisory Committee
1-Page Summary of Policy-Relevant Issues January 10 and February 16, 2012 Meetings

Key policy-relevant issues discussed at the January 10 and February 16 meetings are summarized below.

1. PM_{2.5} Redesignation Request and Maintenance Plan, Update and Action

- Draft Inventories for the PM_{2.5} Redesignation Request and Maintenance Plan have been completed. The basic content and text of the PM_{2.5} Redesignation Request and Maintenance Plan is in place and with the completion of the inventory is nearing completion.
- One key component of the Maintenance Plan that is pending is new motor vehicle emissions budgets (MVEBs). Consultation with DOTs and TPB has been initiated.
- The air agencies in Maryland and the District are proposing to use current projected future year emissions for 2017 and 2025 as outyear MVEBs for both PM_{2.5} direct and precursor NO_x. TPB staff, Virginia DEQ, and the DOTs are interested in applying a safety margin and having the MVEBs set above the actual projected future year inventories. This is important for direct PM_{2.5} because emissions of this pollutant from the mobile sector actually begin to increase between 2030 and 2040. In order for future transportation plans to demonstrate conformity, modeled emissions cannot be higher than the MVEBs. EPA does allow application of a safety margin and it must be explicitly included in the Plan.

2. Ozone Designations

- EPA has issued the first part of the Implementation Rule for the 2008 Ozone NAAQS.
- The metropolitan Washington, DC/MD/VA region will be designated as nonattainment with a marginal area classification.
- As marginal area, there will be no formal SIP submittal requirements, including attainment modeling, new MVEBs, Reasonable Further Progress (RFP) plan, etc. EPA presumes the regional will attain the NAAQS by 2015. The region will have to submit a comprehensive emission inventory.

3. Near Road Monitoring

- New near road monitoring locations for SO₂ have been determined in Maryland and Virginia after completion of research study evaluating a range of potential sites.
- The monitor in Virginia will be off I-395 near Springfield.
- The monitor in Maryland will be off I-95 near the Rest Stop south of Baltimore.

4. Conformity Scope of Work

- TPB has adopted a scope of work for this year's conformity analysis.
- This year's analysis will include the use of the Version 2.3 travel demand model and the Mobile6.2 emissions model with adherence to the same mobile budgets as last time. New inputs include updated (Round 8.1) Cooperative Forecast data and new (2011) VIN data. Analysis years are: 2007, 2017, 2020, 2030, and 2040.
- The current schedule calls for completion of the analysis and adoption by the TPB in July.

5. Ozone Transport Commission Modeling

- OTC attainment modeling scenarios offer insight into the ability of the region to attain the 2008 ozone standard. OTC ran modeling for a number of scenarios, information on Scenario 4 as well as 2 sensitivities were discussed. Scenario 4 attempts to capture the OTB/OTW measures and involves significant predicted emissions from EGUs and on-road mobile sources. For Scenario 4, all of the monitors in the metropolitan DC region would have predicted design value concentrations below 70 ppb. Regional emissions are currently forecast to be higher than the Scenario 4 emission levels modeled.
- Information on the projected emission inventory indicates the importance of address NO_x emissions from mobile sources. By 2020, on-road mobile sources could represent more than 50 percent of the contribution of NO_x emissions.

Upcoming events:

MWAQC TAC, March 13; ACPAC, March 19; TPB, March 21; MWAQC/CEEPAC, March 28