

Regional Control Measures and Attainment Planning Efforts within the Ozone Transport

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Control Measures Development and Review Process

Ozone Transport Commission

- Stationary and Area Source Committee
- Mobile Source Committee
 - Control Strategies Committee
 - Ad Hoc Committee Established by OTC in fall of 2004 to serve through 2008
 - Workgroups
 - Multi-P Workgroup
 - Control Measures Workgroup
 - High Electric Demand Day Workgroup
 - Clean Corridors Workgroup

Most Promising Areas to Examine Based on 2002 Inventory and 2009 Projections

- Point Sources including:
 - Industrial, Commercial and Institutional Boilers *
 - Cement Kilns *
 - Lime Kilns
 - Glass Furnaces *
 - Municipal Waste Combustion
 - Petroleum Refining
 - EGU Peaking Units *
 - Small Diesel Generation

Most Promising Areas to Examine Based on 2002 Inventory and 2009 Projections

- Area Sources including:
 - Residential Coal, Oil
 - Residential Wood
 - Open Burning
 - Asphalt Production *
 - Cutback Asphalt *
 - Architectural, Traffic Markings, Industrial Maintenance Coatings
 - Consumer Products *
 - POTWs
 - Degreasing
 - Printing and Graphic Arts
 - Metal Production
 - Stage 1 Vapor Recovery
 - Adhesives *
 - Auto Refinishing *

Most Promising Areas to Examine Based on 2002 Inventory and 2009 Projections

- Mobile Sources:
 - Onroad Gasoline Vehicles
 - Onroad Heavy Duty Diesel Vehicles
 - Onroad Heavy Duty Diesel Buses
 - Nonroad Gasoline Equipment
 - Non-Road Diesel
 - Marine and Locomotive
 - Small Engines
 - Airport Passenger and Aircraft Service Equipment
 - Off Highway LPG

Mobile Sector Measures

- Clean Corridors Workgroup
 - Coordinate with NE and Mid-Atlantic Diesel Collaboratives on Retrofits
 - Evaluate incentive programs to enhance program goals including:
 - barriers to implementing state fleet standards; assess desirability of moving forward with state fleet performance standards;
 - Anti- idling;
 - Regulatory options for HDD chip reflashing;
 - incentives or regulations that would lead to quicker action by engine operators; and
 - emission reductions available from a variety of voluntary and regulatory retrofit programs.
 - Evaluate options for the States to address airport emission growth as part of its SIP budget.
 - Work to develop voluntary/programmatic measures. .
 - Develop technical tools for use by states (including for emission inventory development).

Mobile Sector Measures (Continued)

- Support tighter emission standards and maintain states rights in various regulatory and legislative proposals affecting mobile sources and the transportation sector including:
 - Support effective and appropriate EPA rulemaking, such as demonstrated on on-road and off-road diesel;
 - Evaluate and comment on proposals affecting marine, locomotive and shipping ports;
 - Evaluate regulations affecting or encouraging improved fuels and the NO_x ramifications of them; and
 - Evaluate feasibility of regional program(s) addressing California rules
 - Improved CAFÉ Standards
 - Emission Trading Options to reduce vehicle emissions including but not limited to Carbon
- Enhance Smartways Program
- Follow and Seek Strong Small Engine Rulemaking
- Adopt California Car Program Regionally
- Adopt RFG Regionally
- Develop technical training for the States.
- Evaluate and help implement innovative measures that significantly assist in reducing NO_x emissions.

Actions Taken

- State Collaborative (12/05)
 - Diesel Retrofits
 - Regional Fuel Approach
 - Chip Reflash
 - Potable Fuel Containers
 - Small Engine Rule Support Letter - 20 States Signed On (3/05)
- Memorandum of Understanding (MOU) 06-01
 - Chip Reflash
 - Portable Fuel Containers

Actions Taken (Continued)

- Resolution 06-02 (OTC Measures)
 - Regional Fuels
- Resolution 06-03 (National Measures)
 - Portable Fuel Containers
 - Municipal Waste Combustors
 - Regionally Consistent and Environmentally Sound Fuels beyond the OTR
 - Small Engine Emission Regulation
 - Gasoline Vapor Recovery (including Stage I, Stage II and ORVR)

Actions Taken (Continued)

- Statement of Fall Meeting Regarding Mobile Measures (11/13/06)
 - The Commission supports aggressive implementation of a suite of control programs through the OTC Clean Corridor Initiative including:
 - Ongoing efforts on diesel retrofit being coordinated through the Northeast and Mid Atlantic diesel collaboratives.
 - An enhanced effort to work in partnership with EPA to implement the Smartways program. Staff of the OTC and the Committees are expected to recommend a goal for emission reductions to be achieved through this program.
 - Regional adoption and implementation of California Low Emission Vehicle programs in as much of the region as feasible.
 - Continue to implement and enforce anti-idling programs in the region and to work collaboratively with other states to reduce emissions from idling.
 - Continued exploration of a low-NO_x diesel additive such as that in place in Texas.

Actions Taken (Continued)

- Statement of Fall Meeting Regarding Mobile Measures (11/13/06)
(Continued...)
 - Transportation Demand Management efforts implemented at the local/MPO level in partnership with the states and encouragement of new initiatives to address reducing the growth in vehicle miles traveled.
 - Continued support of the mobile source related voluntary action and outreach programs (such as Ozone Action Days Programs) being implemented at the local level through state/local partnerships in many metropolitan areas within the OTR.
 - The OTC also encourages EPA to move ahead quickly with a new clean regional fuel programs consistent with the recommendations of the Administration's Fuels Task Force. In the interim, the Commission will pursue a regional fuel program consistent with the Energy Act of 2005.

Design Values above 8-Hour Ozone NAAQS (84 PPB) for OTC CMAQ Modeling Runs

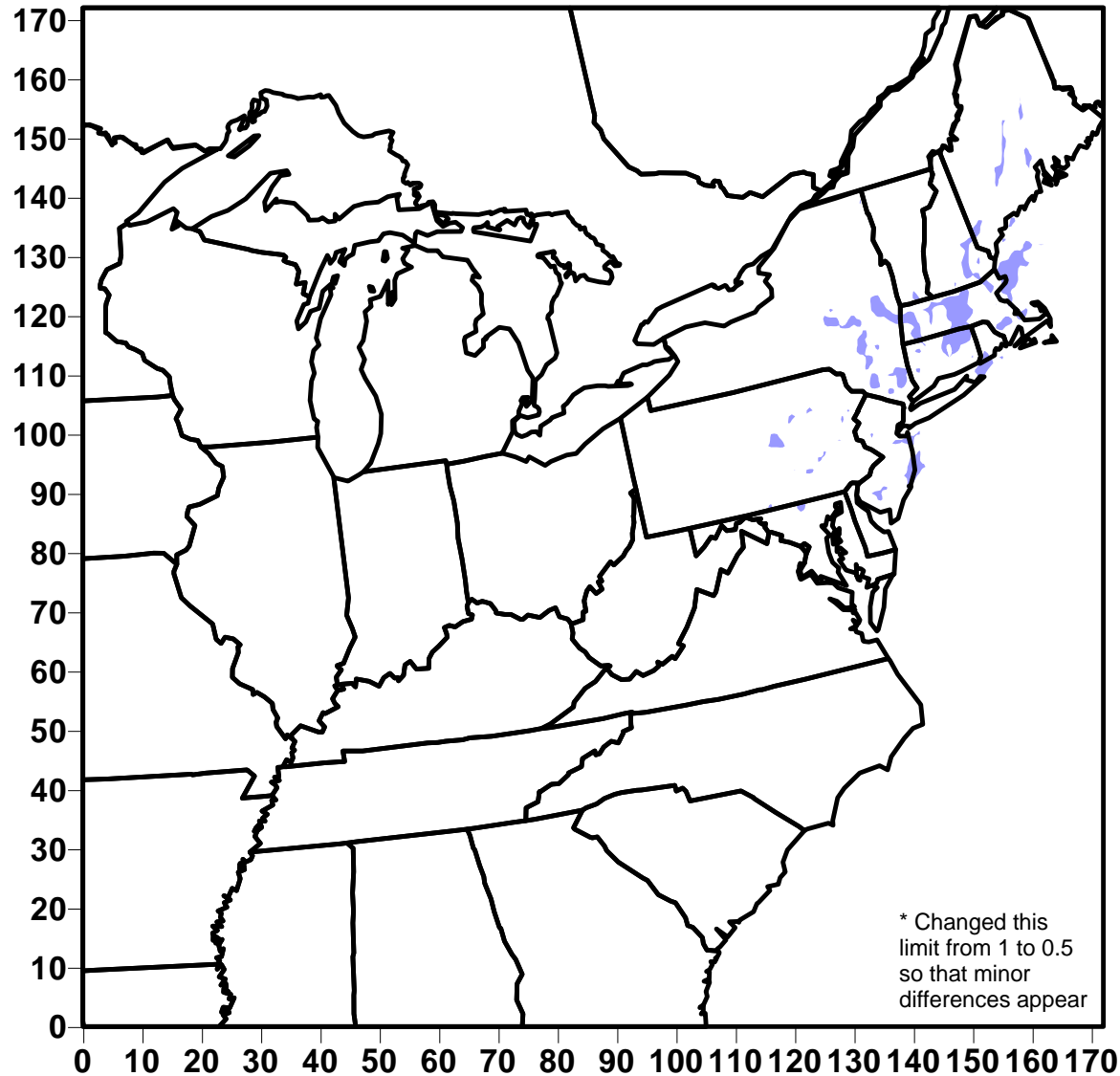
AIRS-ID	State	Monitor	2002	2009 OTB/OTW	2009 BOTB/OTW	2009 Advanced CAIRPLUS	2012 BOTB/OTW
340290006	NJ	Colliers Mills	106.0	92	92	91	86
90013007	CT	Stratford	98.3	90	90	90	86
361030009	NY	Holtsville	97.0	90	89	89	86
420170012	PA	Bristol	99.0	88	88	88	84
90093002	CT	Madison	98.3	89	88	88	83
340070003	NJ	Camden	98.3	88	88	87	83
340155001	NJ	Clarksboro	98.3	88	88	87	83
90010017	CT	Greenwich	95.7	87	87	87	83
340071001	NJ	Ancora St. Hos	100.7	87	87	87	82
421010024	PA	Northeast	96.7	87	87	86	82
340210005	NJ	Rider Univ.	97.0	86	86	85	81
510130020	VA	Arlington Co.	96.7	86	86	85	80
510590018	VA	Fairfax Co.	96.7	86	86	85	79
361030002	NY	Babylon	93.7	85	85	85	82
361192004	NY	White Plains	91.3	85	85	85	82
90011123	CT	Danbury	95.7	86	85	85	81
90019003	CT	Westport	94.0	85	85	85	81
90099005	CT	Hamden	93.3	85	85	85	81
340030005	NJ	Teaneck	91.7	85	85	84	81
240251001	MD	Edgewood	100.3	85	85	85	80



OZONE
TRANSPORT
COMMISSION

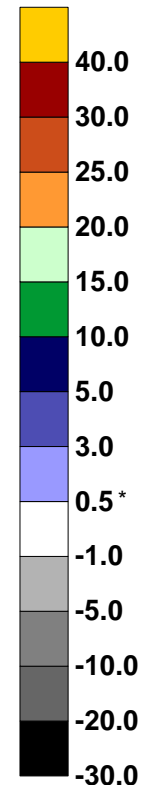
OZONE TRANSPORT COMMISSION

Benefits of SMARTWAYS & Fuel Additives



OTR Control Only

Ozone
Concentrations
(PPB)



NHDES 2/26/07
CALGRID 2.45
Modeling Domain

Conclusions and Actions Needed

- States intend to file Ozone SIPs by due date of June 15, 2007
- OTC Not Likely to meet Attainment Goals by 2009
- Most Significant Change is due to EPA On-Road Rule, but not until 2012
- State Actions Needed on:
 - Adoption and Implementation of Regional Measures
 - Voluntary and Incentive Programs
 - Differential Tolls – Easy Pass
 - Retrofits
 - Smartways
 - Transportation Alternatives on Action Alert Days
- EPA Action Needed on:
 - Small Engine Rule
 - Marine and Locomotive
 - CAFÉ Standards (or program of NO_x/Carbon Emission Offset Requirement)
 - Regional Fuel
 - Chip Reflash