

MWAQC Technical Advisory Committee
1-Page Summary of Policy-Relevant Issues November 9, 2010 Meeting

Key policy-relevant issues discussed at the November 9 meeting are summarized below.

1. Comment Letter on Conformity for the 2010 CLRP and 2011-2016 TIP

Staff presented a draft comment letter on the draft conformity report for the 2010 CLRP and 2011-2106 TIP. The comment period closes on November 14. The analysis demonstrates the proposed transportation plan meets the interim emissions tests for the PM_{2.5} annual standard and the approved motor vehicle emissions budgets for both the 1-hour and 8-hour ozone standards. The analysis also demonstrates conformance to the most recent proposed motor vehicle emission budgets for the PM_{2.5} annual and 8-hour ozone standards even though these budgets are not yet applicable. MWAQC notes that the conformity analysis now includes a new out-year milestone year (2040) and that VOC and PM_{2.5} emissions between 2030 and 2040 actually show a slight increase. This occurs because by 2030, federally mandated vehicle emission control programs will have fully penetrated the fleet and achieved their maximum benefit, and the ultimate increase in emissions reflects growth in the region overtaking the effects of our current control programs. MWAQC notes the need for new federal emission control programs and encourages continued investment in public transit, ride-sharing and transit-oriented development to enhance and expand such systems and programs to reduce future growth in single occupant vehicular trips and vehicle miles traveled.

2. Comment Letter on EPA's Proposed Fuel Efficiency Labels for Automobiles

Staff presented a draft comment letter EPA's proposed fuel efficiency labels for automobiles. The letter expresses support for EPA's revisions to the labeling system. MWAQC also urges EPA to ensure that the grading system is able to provide useful and consistent comparisons across vehicle types, irrespective of fuel type, and to include more detailed information on the environmental performance of vehicles in terms of emissions of conventional air pollutants, not just greenhouse gases.

3. CAFE Heavy Duty Trucks: Proposed Rule

Staff discussed the recent proposed rule that will require increased fuel efficiency for the heavy duty truck fleet. EPA & National Highway Traffic Safety Administration (NHTSA) issued a joint proposal to reduce GHG emissions and improve fuel efficiency of medium- and heavy-duty vehicles. Three classes of vehicles will be covered (≥ 8500 lbs): heavy-duty pickup trucks and vans; combination tractors/semi trucks; and vocational vehicles (wide variety of buses, trucks, RVs, motor homes). Proposed standards cover not only engine but also the complete vehicle, taking the vehicle's pay-load factor into account. Two types of standard metrics proposed: gram per mile (and gallon per 100-mile) standards for pickups and vans; and gram per ton-mile (and gallon per 1,000 ton-mile) standards for vocational vehicles and combination tractors. Environmental benefits are anticipated to be significant. Reductions for combination tractors are anticipated to range from 7 to 20 reduction in emissions and fuel consumption from the 2010 baseline. For heavy-duty pickup trucks and vans, average per-vehicle greenhouse gas reduction of 17% for diesel vehicles and 12 % for gasoline vehicles. For vocational vehicles reductions will range from 7 to 10 % in emissions compared to the 2010 baseline.

4. MOVES Inputs and Schedule

Staff said that the task force has decided on all of the MOVES inputs for estimating emissions from motor vehicles. DTP staff will now run the model to generate emission estimates for discussion at the next meeting to be held in January.

5. Emission Inventory Growth Assumptions

Staff and state air agency staff discussed issues related to growth assumptions for projected emission inventories. States have the option of developing state-specific emission growth factors for various source categories. Where outside sources may predict negative growth, states can flatline the rate, or may establish a growth factor using other reasonable surrogates. Growth assumptions for non-EGU point sources may have an impact on future Emission Reduction Credits or Offsets, so states may want to take steps to preserve the option for future offsets if needed.

6. Other Business

Applications for stakeholder positions for 2011 are due to COG staff by December 31, 2010. Maryland will chair the TAC next year, and will appoint stakeholders in early 2011. Current stakeholders are encouraged to reapply.

Upcoming Events

ACPAC, November 15; TPB, November 17; CEEPC, November 17; MWAQC, December 8

MOVES TASK FORCE NOTICE: Both the November and December meetings of the MOVES Task Force are cancelled. The next MOVES Task Force meeting will take place in conjunction with the MWAQC TAC meeting on January 11, 2011.