

## Appendix C

### Washington DC-MD-VA State Compromise Overview: PM<sub>2.5</sub> Maintenance Plan Motor Vehicle Emissions Budgets

February 9, 2016

This is an updated version of the State Compromise Overview document that was part of the initial PM<sub>2.5</sub> maintenance plan (Appendix D), which USEPA approved on October 6, 2014 (79 FR 60081). The updates have been made to reflect revised MOVES2014 based motor vehicle emission budgets (MVEBs) and to remove items that are no longer relevant.

1. The Tier 1 MVEBS are based on revised mobile emissions inventory projections for 2017 and 2025. The Tier 2 MVEBS have 20% transportation buffers applied to all pollutants in 2017 and 2025. The transportation buffers are provided to accommodate technical uncertainties primarily due to model changes, vehicle fleet turnover, and planning assumption updates, e.g., land use and demographic forecasts that may affect future motor vehicle emissions inventories.
2. The MVEBs will be re-evaluated to accommodate transportation planning issues when the Constrained Long Range Plan horizon year is extended beyond 2040.
3. The Washington DC-MD-VA area commits to planning to identify appropriate strategies to help the area comply with and maintain compliance with the 2015 ozone NAAQS.
4. The Washington DC-MD-VA area will work with jurisdictions and EPA to demonstrate the feasibility of (and get SIP credit for) achieving reductions across the entire region from market forces that will result in cleaner products being distributed across the entire region even when the regulations driving the cleaner products have only been adopted in a part of the region.
5. Maryland and the District of Columbia will work to adopt at least five new regulations to insure that, to the extent the transportation buffers are triggered, that there is no environmental degradation in the Maryland and the District of Columbia portions of the nonattainment area. These new measures will also begin the process of further reducing ozone and fine particle levels in the region to insure that public health is protected. The new regulatory programs include low sulfur home heating fuel, enhancements to current controls on consumer products and industrial adhesives, off-road idling, and tougher requirements for smaller boilers (i.e. diesel generators) that are, in some circumstances, receiving a financial incentive to run their small generators on the hottest days, which correlate with the worst ozone days. The commitments made by Maryland and the District will not be construed to infringe upon any prerogative of the Commonwealth of Virginia. Virginia will pursue measures that are necessary to attain and maintain current and future air quality standards as well as measures that may decrease the burden on regulated parties. Virginia is also committed to supporting voluntary efforts to reduce energy consumption through energy efficiency and renewable energy programs.

Appendix C (Washington DC-MD-VA Maintenance Plan Update, February 9, 2016)

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