

MWAQC Technical Advisory Committee
1-Page Summary of Policy-Relevant Issues June 12, 2012 Conference Call

Key policy-relevant issues discussed at the June 12 call are summarized below.

1. Update on Ozone Transport Commission (OTC) Annual Meeting (May 24, 2012)

COG staff updated the members on the issues discussed in the OTC meeting. Specifically, staff talked about a number of EPA and OTC emissions reduction rules being considered. EPA is currently considering a rule for the light-duty vehicles, which will affect such vehicles belonging to the model years 2017 through 2025. This is likely proposed by Mid-August 2012. OTC is considering a number of rules related to a variety of nonroad diesel engines, heavy-duty diesel vehicles (I/M programs), and consumer products. Staff also discussed the soon-to-proposed PM2.5 standards due to be finalized in December 2012. EPA also made final revisions to the CSAPR (interstate transport rule) on June 12, 2012, which is being litigated. A court ruling is expected regarding CSAPR this summer.

2. Update on MDE's Long Range Planning Rule

MDE staff briefed the members about MDE's long range planning rule related to transportation emissions. This rule sets up voluntary targets for CO2 and NOx. NOx level is set up at 90% of the currently projected NOx emissions for 2030 and 2040 in the constrained long range transportation conformity plan (CLRP). If the targets are not met, then the transportation sector needs to adopt a strategy to do so in the future. This draft rule is scheduled to be finalized by December 2012. VDOT and VDEQ are opposed to this rule.

3. Update on EPA Rules

COG staff briefed the members about EPA's recent rules on Reciprocating Internal Combustion Engines (RICE) and the Stage 2 Vapor Recovery rules. Staff informed that the hours for operating certain RICE engines are being increased leading to increase in NOx, VOC, and PM2.5 emissions on high electricity demand days. These days also tend to coincide with high temperature days, which favor high ozone formation. Therefore, this rule has a potential to increase ozone levels leading to exceedances of the standard.

Stage 2 vapor recover rule waives the federal requirements for retail gasoline sellers to have stage 2 compliant gasoline nozzles. These nozzles prevent VOCs to escape in the atmosphere while refueling vehicles at gas pumps. Onboard refueling vapor recovery systems installed in modern vehicles take care of the same and therefore EPA believe the state 2 rule is not required now. States still need to demonstrate through SIP revisions that an alternate measure providing similar emission benefits is available before they can sunset the stage 2 rule.

4. Update Air Quality Forecasting and Ozone Season Update

COG staff provided a summary of the current ozone season and also discussed an ongoing dialogue with the National Weather Service about the issuance of the code orange based air quality alerts. NWS recently stopped issuing such alerts, but is still issuing air quality alerts for code red and above. COG, MDE, and VDEQ are in touch with NWS and requesting the NWS to reconsider their decision.

5. Update on EERE in SIPs

VDEQ staff discussed recent EPA training held in Richmond on inclusion of energy efficiency and renewable energy in SIPs.

6. Motor Vehicle Emission Budgets and Safety Margins (PM2.5 Redesignation Request and Maintenance Plan)

State air agency staff briefed the members about the current status on the issue of mobile budgets and safety margins for the PM2.5 Redesignation Request and Maintenance Plan. VDEQ is drafting a paper, which will include major points agreed to by state air agencies and DOTs. This will be subsequently discussed among these entities to finalize the budgets.

Upcoming events:

MWAQC-TAC, July 10; ACPAC, July 16; TPB, July 18; MWAQC, July 25; CEEPC, July 25