

MWAQC Technical Advisory Committee
1-Page Summary of Policy-Relevant Issues December 6, 2011 Meeting

Key policy-relevant issues discussed at the December 6 meeting are summarized below.

1. PM_{2.5} Redesignation and Maintenance Plan, Outline and Emissions Inventories

- Staff has prepared a preliminary draft of the Redesignation Request and Maintenance Plan.
- States adopted the following triggers for the contingency action:
 - Annual mean of 24-hour average PM_{2.5} concentrations exceeding 15.0 ug/m³ (1997 Annual PM_{2.5} NAAQS)
 - 3 year average of the annual means for 24-hour average PM_{2.5} concentrations exceeding 15.0 ug/m³ (1997 Annual PM_{2.5} NAAQS)
 - Annual emissions of PM_{2.5}-Pri, NO_x, and SO₂ exceeding attainment year 2007 emissions for these pollutants in any future year
- Based on a control measures workgroup call, following contingency measures are being discussed:
 - PM_{2.5} Reasonable Available Control Measure (RACM) Determination
 - SO₂ RACM Determination
 - NO_x RACM Determination
 - Non Road Diesel Emission Reduction Strategies
 - Alternative Fuel and Diesel Retrofit Programs for Fleet Vehicle Operations
 - Concrete Manufacturing – Wet Suppression Upgrade Requirements
- Draft annual emissions for the PM_{2.5} redesignation request & maintenance plan are complete, except for the onroad emissions, which are currently being developed using EPA's MOVES model and are expected to be complete by December 2011.
- The emissions inventory (except for MOVES onroad emissions) shows decrease between 2002 (nonattainment year) and 2007 (attainment year) and between 2007 (attainment year) and 2017 (interim year) and between 2007 and 2025 (maintenance year) thereby meeting the criteria for emissions reduction for PM_{2.5} redesignation request and the maintenance plan.
- States decided to withdraw the PM_{2.5} attainment SIP submitted in March 2008, but leave the base year 2002 portion of the SIP with EPA pending EPA approval of this decision.
- TAC recommended to MWAQC to approve the decision to submit a Redesignation Request and to withdraw the PM_{2.5} SIPs by states.

2. Low Sulfur Gasoline Rule ("Tier 3")

- NESCAUM staff presented EPA's Tier 3 rule (Low sulfur gasoline rule) expected to be proposed in early 2012, which will significantly lower emissions of SO₂ and NO_x from motor vehicles.
- Current guidelines set the maximum sulfur concentrations in gasoline to 30 ppm. Tier 3 would include lowering this standard to 10 ppm, putting the US on par with the countries with the lowest sulfur standard in the world.
- The low sulfur gasoline would help in cost-effectively reducing NO_x emissions, which would help reduce PM_{2.5} concentrations, mitigating acid rain, water body eutrophication, and haze.

3. 2011 CLRP (Conformity Analysis) & 2011 Vehicle Registration Data

2011 CLRP analysis was approved by TPB on its November 16, 2011 meeting. MWAQC sent to TPB a letter commenting on this analysis. TPB staff completed its analysis of 2011 vehicle registration data to be used in the PM_{2.5} Redesignation Request and Maintenance Plan and future conformity analysis.

Upcoming events:

ACPAC, December 12; TPB, December 21; MWAQC, January 25