

## CHARGE TO THE MOBILE SOURCE COMMITTEE

Since the November 2003 Charge to the Mobile Sources Committee, the extent of the mobile source contribution has been assessed and potential control strategies in the mobile source sector were evaluated. As previously recognized, an attainment strategy in the Ozone Transport Region will require significantly greater emission reductions associated with this sector to achieve and maintain attainment of the health-based air quality standards by the dates required.

Over the past six months, the Committee has assessed and developed mobile source and transportation priorities in light of its recommendations presented at the June 2004 Annual Meeting. The Committee has presented these findings at this meeting of the Commission. The Committee is directed to continue its work in the following areas:

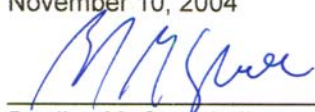
- continue to track changes and develop comments addressing changes to the conformity rule and authorization of CMAQ spending;
- continue to examine opportunities for States to take action through incentives or regulations that would lead to quicker chip "reflashing" action by engine operators and in other areas of potential emission reduction from this sector, including specifically the development of model procurement standards for highway construction, reconstruction and maintenance activities supported by state and federal highway funding;

In addition, and in the context of an overall regional attainment strategy, the Committee is directed to:

- develop recommended programs for States to implement coordinated anti-idling programs;
- explore implementation of a variety of voluntary and regulatory retrofit programs;
- develop strategies and cooperative approaches with state DOT's to address growth in Vehicle Miles Traveled (VMT);
- explore implementation options for states to address the airports and aviation sector;
- explore the feasibility of coordinated port and marine engine emission reduction programs, as well as locomotive engines and rail transport along the east coast;
- encourage the Environmental Protection Agency to advance significant reductions in all mobile source areas – including through its marine and locomotive rules, vehicle mileage and efficiency standards and small engine rulemaking efforts;
- investigate options for state adoption of additional on-road and off-road vehicle and engine control programs, including California Low Emission Vehicle (CAL LEV) program; and
- develop model incentive programs to implement program goals.

The Mobile Source Committee should identify selected scenarios to be modeled in cooperation with the modeling committee, with the goal of ensuring a coordinated attainment strategy which integrates control strategies and programs throughout this sector.

Adopted by the Ozone Transport Commission  
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