



RESOLUTION OF THE OZONE TRANSPORT COMMISSION CONCERNING STATE IDLING REDUCTION PROGRAMS

WHEREAS, the Ozone Transport Commission (OTC) a multi-state organization established under Sections 176A and 184 of the federal Clean Air Act (CAA) to ensure the development and implementation of regional strategies to reduce ground-level ozone to healthful levels; and

WHEREAS, the adverse health effects of ground-level ozone are well documented, and in spite of significant reductions of ozone precursor emissions achieved to date over 33 million residents of the Ozone Transport Region (OTR) continue to be exposed to unhealthy levels of ozone air pollution; and

WHEREAS, the OTC and the OTC member states including the District of Columbia (States) have conducted research and modeling that shows that the most important strategy for the OTC to pursue to continue making progress on ground level ozone throughout the OTR is to adopt regional NO_x reduction programs and to promote or in other ways drive regional NO_x reductions in other significantly contributing states outside of the OTR; and

WHEREAS, the OTC has identified reducing unnecessary idling from mobile sources, including heavy-duty vehicles, nonroad equipment, locomotives and other onroad and nonroad mobile sources as a top strategy to achieve additional NO_x reductions; and

WHEREAS, based upon technical analyses conducted by the OTC Mobile Source Committee, OTC has determined that implementation of onroad and nonroad idling programs will be effective at reducing NO_x emissions in the OTR; and

WHEREAS, the OTC has developed the three documents listed below (OTC Idling Reduction Documents) to assist OTC states in implementing and/or improving their idling reduction programs:

- Recommendations Concerning Regional Idling Strategy in the OTR
- Overview of Efforts to Reduce Idling in the Ozone Transport Region,
- Model Rule for Idling Restrictions for Nonroad Diesel Engines; and

WHEREAS, programs to reduce unnecessary idling can help public and private sector vehicle owners or operators save money as there can be significant fuel savings associated with many idling reduction strategies; and

WHEREAS, idling reduction programs can also reduce greenhouse gas emissions and other air pollutants, which will help the States of the OTC meet requirements for climate change, to further reduce risk from fine particulate matter and air toxics, and to continue to make progress on regional haze;

THEREFORE, BE IT RESOLVED, that the OTC States will consider taking reasonable steps, as appropriate and necessary and within legal and resource constraints, to implement and/or improve idling reduction programs in their states, using the OTC Idling Reduction Documents as a starting point, to maximize NO_x reductions associated with idling in their state; and

Connecticut

Delaware

District of Columbia

Maine

Maryland

Massachusetts

New Hampshire

New Jersey

New York

Pennsylvania

Rhode Island

Vermont

Virginia

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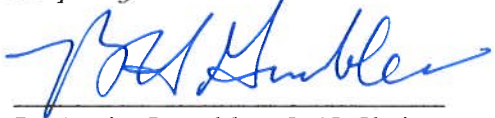
FURTHERMORE, that each state consider working with partners, such as local government, the private sector, environmental advocates, and/or EPA, to implement and/or improve idling reduction programs in their state; and

FURTHERMORE, the OTC States, working through the OTC, will work with EPA to ensure that existing and improved idling programs will receive State Implementation Plan (SIP) credit; and

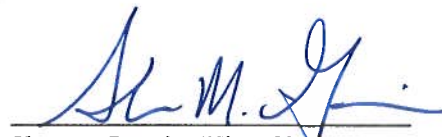
FURTHERMORE, the OTC States, working through the OTC, will also work with upwind states and the EPA to ensure that improved idling programs will be considered by significantly contributing states outside of the OTR for inclusion in the Good Neighbor SIPs that are due in 2018; and

FURTHERMORE, the OTC States, working through the OTC, will provide a status report on state efforts to implement and/or improve their idling reduction programs at the Fall OTC meeting in 2018.

Adopted by the Commission on November 15, 2017



Benjamin Grumbles, OTC Chair



Shawn Garvin, Vice Chair