



## 2021 Charge to the OTC Mobile Sources Committee to Pursue Potential Strategies for Regional Attainment and Maintenance of the 2008 and 2015 Ozone National Ambient Air Quality Standards

The Ozone Transport Commission (OTC) directs the OTC Staff and the OTC Mobile Sources Committee (MSC) to conduct the following work:

### Medium- and Heavy-Duty Trucks

1. When issued by EPA, evaluate EPA's Cleaner Trucks Initiative (CTI) Notice of Proposed Rulemaking (NPRM) and comment on the potential nitrogen oxide (NOx) emission reductions and ozone benefits associated with the proposed rule.
2. Finalize modeling of the emissions benefits of state adoption of the California Heavy-duty Omnibus NOx regulation for its potential to provide NOx reductions through Section 177 adoption and make recommendations.
3. Continue to provide technical and policy analysis to the medium- and heavy-duty zero emission vehicle (MHD ZEV) regional initiative. As part of this effort, finalize a modeling analysis of the emissions benefits of the 15 state plus the District of Columbia MOU. The MSC may need to work with the NESCAUM ZEV Task Force. In addition, the MSC may need to work with the Modeling Committee on items 1, 2, and 3.

### Tampering and Aftermarket Catalysts

4. Support state efforts to identify tampered vehicles and enforce against tampering of emission control devices by undertaking the following work:
  - a. Research and compile a report on best practices for inspection and maintenance (I/M) programs. The report will evaluate ways to identify physical alteration of emission control devices and software changes intended to circumvent the vehicle on-board diagnostic systems, in addition to identifying best practices for design and implementation of diesel inspection programs.
  - b. Evaluate approaches to identify tampered vehicles in states that do not have I/M programs. One approach could be to incorporate a visual check for tampering in DOT safety inspections.
  - c. Assess OTC state authority to identify and enforce against tampering.
  - d. Coordinate with EPA as it implements its Tampering Policy. Where feasible, provide information to assist in establishing a phase-out schedule for catalysts that do not meet the Tampering Policy requirements.
  - e. Maintain a dialogue with EPA on incorporation of tampering-related excess emissions into the MOVES model and establishment of SIP credits for state anti-tampering programs.
  - f. To the extent information is available, compile data on tampering rates in light-, medium-, and heavy-duty vehicles.

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Connecticut

Delaware

District of Columbia

Maine

Maryland

Massachusetts

New Hampshire

New Jersey

New York

Pennsylvania

Rhode Island

Vermont

Virginia

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As Resources Allow

5. Provide technical and policy support where needed on telework, potential ozone benefits from cap and invest programs, light-duty electric vehicles, allocation of VW settlement funds, or other issues identified by the OTC Air Directors.

Annual Report – Short reports on charges identified above must be available as a draft to the Air Directors by no later than March 1, 2022 and finalized into a single annual report of the OTC Mobile Source Committee by no later than May 15, 2022.

The other Committees of the OTC are directed to provide whatever assistance is needed to the MSC in carrying out this charge. To implement this charge, OTC Staff will work with the Chair of the MSC and the Air Directors to produce a short, clear MSC workplan by July 17, 2021.

Additionally, if new information becomes available, the MSC, at the direction of the MSC Chair, will research and analyze additional strategies that reduce mobile source emissions in a cost-effective manner employing available emission inventory estimates. Changes to the workplan may be made by the OTC Executive Director only after a consultation with and approval of the Air Directors. The Chair of the MSC will communicate any changes to the workplan to the Committee.

Adopted by the Commission on June 15, 2021