

Mobile Sources Committee Activities

OTC Stakeholders' Meeting - April 13, 2021

Kelly Crawford, DC DOEE
Chair
Mobile Sources Committee



OZONE TRANSPORT COMMISSION

2020 Charge



Highest Priority: Medium- and Heavy-Duty Trucks



Medium- and Heavy-Duty ZEV Technical Support



Heavy-Duty Vehicle Data Gathering



Additional Items as Resources Allow: Idle Reduction, Tampering, Telework Policies, General Support

2020 Charge: Medium and Heavy-Duty Trucks

Actions:

- **Evaluated programmatic elements of the CARB Omnibus program and Cleaner Trucks Initiative;**
- In coordination with the Modeling Committee, evaluated a Cleaner Trucks Initiative Scenario using the CMAQ model;
- Learned about a Manufacturers of Emission Controls Association Cleaner Trucks Initiative air quality analysis;
- Presentation from CARB on the Omnibus regulation; and
- Met with the Engine Manufacturers Association to discuss elements of the EPA and CARB heavy-duty NOx regulations.

Next Steps:

- Complete joint OTC/NESCAUM/ICCT modeling of Omnibus program.
- Complete health benefits assessment associated with the rule.

2020 Charge: Medium and Heavy-Duty Trucks

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- **In coordination with the Modeling Committee, evaluated a Cleaner Trucks Initiative Scenario using the CMAQ model;**
- Learned about a Manufacturers of Emission Controls Association Cleaner Trucks Initiative air quality analysis;
- Presentation from CARB on the Omnibus regulation and coordinated state testimony at CARB hearing; and
- Met with the Engine Manufacturers Association to discuss elements of the EPA and CARB heavy-duty NOx regulations.

Results and Next Steps:

- Initial scenario evaluated the impact of a 90% reduction in heavy-duty vehicle NOx.
- Assumed full implementation of standards.
- The scenario provides a 43% reduction in total onroad OTR NOx emissions and a 1-2 ppb reduction in ozone concentrations.
- Finalize air quality analysis once EPA's heavy-duty NPRM is released.

2020 Charge: Medium and Heavy-Duty Trucks

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- In coordination with the Modeling Committee, evaluated a Cleaner Trucks Initiative Scenario using the CMAQ model;
- **Learned about a Manufacturers of Emission Controls Association (MECA) Cleaner Trucks Initiative air quality analysis;**
- Heard from CARB on the Omnibus regulation and coordinated state testimony at CARB hearing;
- Met with the Engine Manufacturers Association to discuss elements of the EPA and CARB heavy-duty NOx regulations.

Results and Next Steps:

- MECA analysis found a 36% reduction in OTR onroad NOx emissions in 2035 and a 2 ppb reduction in ozone concentrations.
- Share results from additional modeling with MECA and hear from MECA on any updates to its modeling.

2020 Charge: Medium and Heavy-Duty Trucks

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- In coordination with the Modeling Committee, evaluated a Cleaner Trucks Initiative Scenario using the CMAQ model;
- Learned about a Manufacturers of Emission Controls Association Cleaner Trucks Initiative air quality analysis;
- **Heard from CARB on the Omnibus regulation; and coordinated state testimony at CARB hearing**
- **Met with the Engine Manufacturers Association to discuss elements of the EPA and CARB heavy-duty NOx regulations.**

Next Steps:

- Follow finalization of CARB Omnibus regulation.
- Exchange information on truck data gathering with CARB, EPA, and EMA.

2020 Charge: MHD ZEV Technical Support

- MOU was signed July 14th.
- 16 signatories: California, Connecticut, Colorado, D.C., Hawaii, Maine, Maryland, Massachusetts, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, Vermont, Washington.



- OTC-NESCAUM partnered with ICCT to model NO_x, PM_{2.5}, and CO₂ emissions reductions resulting from MHD ZEV MOU targets.
- OTC-NESCAUM and ICCT are in the process of reviewing results.
- Initial results indicate substantial NO_x and other pollutants will be reduced from the MOU targets.

2020 Charge: Report on Heavy-Duty Data Project

Actions Taken

- 100 days of data logging completed on long haul trucks.
- Truck activity and NOx emissions collected during normal operation.



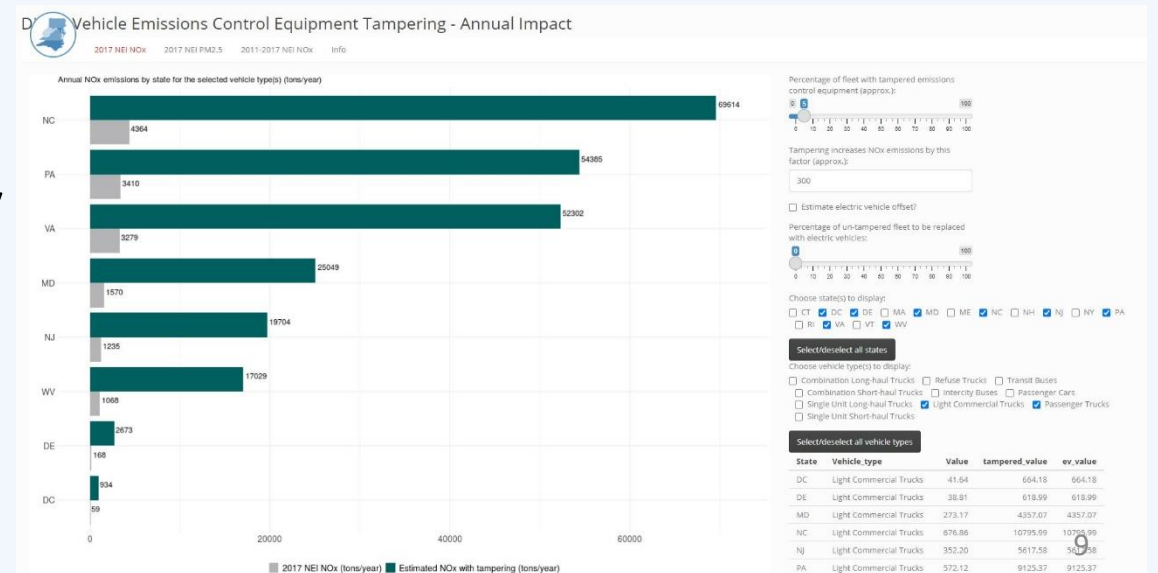
Initial Findings

- Data logged tractors spent 15% to 30% of time at idle + low load.
- Emissions at idle + low load are 15% to 60% of total NOx.
- Initial results point to the need for federal idle and low load NOx standards.
- Initial results point to the need for a new in-use test that accounts for all operating conditions.

2020 Charge: As Resources Allow Anti-tampering

Action:

- New Jersey presented on an enforcement action against Manheim Auto Auction for selling vehicles with tampered emission control systems.
- Tampered vehicles emit up to 300 times the pollutants of a vehicle with a functioning emission control system.
- The MSC heard from EPA on its Tampering study and Policy.
- OTC submitted comments on the new Policy ([nescaum-otc-final-comments-on-epa-tampering-policy-20210211.pdf](#) ([otcair.org](#))).
- MARAMA presented to the MSC on a tampering tool it has developed.



2020 Charge: As Resources Allow Idle Reduction

Action:

- The Committee heard from DC, MD, and NJ on their idle reduction efforts.



2020 Charge: As Resources Allow Telework

Action:

- The MSC formed a Telework Subgroup to evaluate the potential emissions reductions from telework policies.

Outcome:

- The subgroup summarized policies to promote telework.
- Reviewed literature on VMT and emissions reductions.
- D.C., VT, WA and other states have policies to promote telework through tax incentives.
- Telework programs need to be structured to reduce congestion.

A Smarter Way To Work

Commuter Connections is a regional network of transportation organizations working to improve commutes in the Washington, DC metropolitan area. We offer a host of free services and programs to assist employers and commuters with making smart choices about their commuting needs. Whether it's ridematching, transit, bicycling or teleworking, Commuter Connections is poised to get you where you want to go and provide support along the way.

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2020 Charge: As Resources Allow Aftermarket Catalysts

Action:

- The MSC discussed aftermarket catalyst regulations with states outside of the OTR.
- MECA presented on an aftermarket catalyst manual they are developing.
- The MSC commented on EPA's FR Request for Information on the 1986 Catalyst Policy.
- Additional states moved forward with adoption of the CARB aftermarket catalysts regulation.

Next Steps:

- The MSC will support states as needed in adoption of CARB aftermarket catalyst regulation.

2020 Charge: As Resources Allow

TCI Update

Action:

- The MSC heard from Georgetown Climate Center on the TCI MOU.
- The OTC MSC and GCC shared modeling results for telework.

Next Steps:

- The OTC MSC and GCC will continue to coordinate on sharing of modeling results from UNC, HEI, and Cambridge Systematics.



Thank You!

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