



**OZONE
TRANSPORT
COMMISSION**

Statement of the Ozone Transport Commission Concerning Regional and State Measures to Address Emissions from Mobile Sources

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The Ozone Transport Commission (OTC) was 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. The health effects of ground-level ozone are well documented and in spite of significant emission reductions to date achieved through implementation of local and regional measures addressing mobile sources and a wide array of stationary and area source measures, a significant portion of the ozone problem continues to be due to emissions of nitrogen oxides (NO_x) from vehicles and volatile organic compounds (VOC's) from vehicles and fuels.

Over the past two years, Commission and state staff have met with various industry stakeholders to evaluate methods of further reducing their contribution to NO_x emissions, considering and modeling various control scenarios and programs. This work continues.

Additionally, the Commission considered potential control measures and emission reduction options for over 900 source categories, evaluated approximately 50 of these in detail, and has now made recommendations to implement regional control measures for approximately two dozen source categories.

Through all this work, on regional measures and Electric Generating Units (EGUs) alike, the Commission has also reached out to other states, and participated actively in state-sponsored "super-regional" state collaborative discussions designed to broadly address emissions throughout the eastern United States.

The Commission finds that based on preliminary SIP quality modeling, and in spite of very significant reductions from the EGU and other sectors, there will remain areas of non-attainment in the OTR for at least ground-level ozone, and possibly particulate matter. Furthermore, obligations to meet reasonable progress for regional haze objectives and revised more stringent air quality standards also support continuation of a coordinated, multi-pollutant approach to considering emission reductions in all sectors.

Accordingly, the Commission acknowledges the importance of addressing the mobile source sector in those areas within the purview of the states. Existing initiatives include cleaner fuels, Inspection/Maintenance, Anti-Idling Programs, Transportation Demand Management and more. These programs were critical in helping many areas of the OTR meet the 1-hour standard.

Christopher Recchia
Executive Director

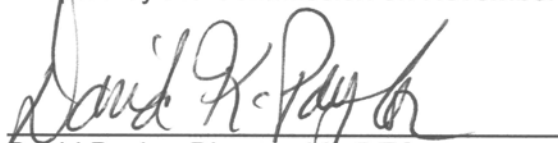
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The Commission supports aggressive implementation of a suite of control programs through the OTC Clean Corridor Initiative including:

- Ongoing efforts on diesel retrofit including those being coordinated through the Northeast and Mid Atlantic diesel collaboratives.
- Work in partnership with EPA to continue to implement the Smartways program. Staff of the OTC and the Committees are expected to recommend a goal for emission reductions to be achieved through this program.
- Regional adoption and implementation of California Low Emission Vehicle programs in as broad a region as possible.
- Continue to implement and enforce anti-idling programs in the region and to work collaboratively with other states to reduce emissions from idling.
- Continued exploration of low-NOx diesel additives.
- Transportation Demand Management efforts implemented at the local/MPO level in partnership with the states and encouragement of new initiatives to address reducing the growth in vehicle miles traveled and vehicle trips.
- Continued support of the mobile source related voluntary action and outreach programs (Air Quality Action Days Programs) being implemented at the local level through state/local partnerships in many metropolitan areas within the OTR.

The OTC also encourages EPA to move ahead quickly with a new clean regional fuel program consistent with the recommendations of the Administration's Fuels Task Force. In the interim, the Commission will pursue a regional fuel program consistent with the Energy Act of 2005.

Adopted by the Commission on November 15, 2006



David Paylor, Director, VA DEQ
Chair