

OTC Mobile Sources Committee Overview

OTC and MANEVU Annual Public Meeting

June 3, 2026

Mobile Sources Committee

Chair, Paul Farrell, CT Department of Energy and Environmental Protection



OZONE TRANSPORT COMMISSION

Presentation Overview

Mobile Sources Committee (MSC) 2025 Charge

- ✓ Light-, Medium-, and Heavy-Duty Vehicle Emissions Standards
- ✓ Tampering and aftermarket catalysts
- ✓ Cross-committee coordination
- ✓ Provide technical and policy support where needed, as resources allow

Looking Ahead: 2026 MSC Charge

Light-, Medium-, and Heavy-Duty Emissions Standards

Tracking CARB Clean Vehicle Regulatory Actions

- May-June 2025 – Congressional Review Act (CRA) resolutions revoked EPA’s prior approval of ACCII and ACT CAA sec. 209(b) waivers
- September 2025, CARB adopted emergency vehicle emission regulations:
 - For light-duty vehicles – to clarify criteria pollution provisions of the Low-Emission Vehicle (LEV) III regulation (adopted as part of ACC I) and associated on-board diagnostic requirements remain in effect
 - For medium- and heavy-duty vehicles – to clarify the provisions antecedent to the Low NOx Omnibus regulation remain in effect
- March 2026, CARB issued a public notice concerning the permanent adoption of its 2025 Emergency Vehicle Emission Regulations

Light-, Medium-, and Heavy-Duty Emissions Standards

Tracking Federal Regulatory Rollbacks

- The Committee continued to track available information on federal regulatory rollbacks, including:
 - the revocation of the endangerment finding and associated vehicle GHG standards, which had co-benefits for criteria pollutant emissions;
 - an [op ed](#) from EPA officials, which indicated that the criteria pollutant standards for cars and light trucks would be paused in 2026;
 - and in that same [op ed](#), EPA indicated that the useful life and warranty provisions of the Heavy Duty NOx Rule would be reconsidered; and
- EPA's proposed rule entitled "Revision of Tier 4 Phase-in Schedule for Light-Duty and Medium-Duty Vehicles" published [91 FR 28463 \(5/18/26\)](#)
 - Delays implementation of these standards for 2 model years
 - Public comment period closes July 6, 2026

Tampering and Aftermarket Catalysts

- The Committee heard from EPA OTAQ about a draft MOVES-compatible tool designed to estimate the net emissions impacts of tampering
- The draft tool requires user tampering rate assumptions by vehicle class and model year
- The draft tool is in BETA testing with a small number of modelers
- At this time, the draft tool cannot be used for regulatory purposes
- Next steps for the development and release of the draft tool are uncertain, but the Committee will continue to engage with EPA on its progress
- EPA indicated it understands the importance of accounting for tampering in MOVES and has continued interest in collaborating with states to collect data on tampering frequencies

Cross Committee Coordination

- Members of the Modeling Committee joined the Mobile Sources Committee meeting in November to discuss the opportunity to model the emissions impact of EPA's mobile sources regulatory rollbacks
- Leadership of both committee met with CARB in February to understand their process for modeling mobile source emissions needed to develop photochemical modeling inputs to assess impact of EPA's regulatory rollbacks on ozone levels
- The committees continue to coordinate as OTC seeks to hire a contractor to meet future modeling needs

As Resources Allow: Innovative Policies

Indirect Source Rule

Warehouses that exceed a square foot threshold must report indirect emissions and meet required emission reductions via a menu of mitigation activities prescribed in the program. Can apply to other facilities that induce mobile source activity, such as airports, ports, and railyards.

OEM Emission Fees Concept

Conceptual model to impose an annual fee on OEMs for each fossil fuel vehicle delivered for sale into a state. Fee structure could be based on parity with stationary source fee programs or based on vehicle weight and fuel type.

Colorado Nonroad Emissions Rule (Regulation 29)

Use restrictions on gas-powered, handheld lawn and garden equipment during higher ozone months (June 1 – August 31) for local, state, and federal entities and their contractors

Looking Ahead: 2026 MSC Charge (1/2)

Light-, Medium-, and Heavy-Duty Vehicle Emissions Standards:

- As EPA is expected to reconsider vehicle emissions regulations, provide information on the proposed emissions standards, air quality and public health impacts, and other proposed program elements necessary to engage with EPA as needed;
- Identify potential state regulatory options to reduce emissions from new light-, medium-, and heavy-duty vehicles; and
- Continue to provide technical and policy analysis to support comment development on EPA proposed mobile source actions.

In-Use Vehicle Emission Programs:

- Identify and explore opportunities for potential new and innovative state regulatory options to reduce emissions from in-use vehicles, including but not limited to OBD IM programs, anti-tampering programs, and indirect source programs; and
- Assess lessons learned and emissions reduction data from any state or jurisdiction that has adopted similar programs.

Looking Ahead: 2026 MSC Charge (2/2)

Cross-Committee Coordination:

- Identify and share with the Modeling Committee (MC), Stationary and Area Sources (SAS) Committee, and MANE-VU Technical Services Committee (TSC) a list of top strategies to achieve air quality goals;
- Coordinate with the MC to ensure ozone modeling scenarios reflect current federal rules for mobile sources; and
- Share information with the MC and the TSC on mobile source sector contribution to wintertime nitrates.

As resources allow, provide technical and policy support on:

- Continue a dialogue with EPA on incorporating tampering-related excess emissions into the MOVES model and establishing SIP credits for state anti-tampering programs;
- Identify nonroad diesel, locomotive, and aircraft-related emissions reductions efforts and opportunities;
- Identify port-related emission reduction efforts and opportunities; and
- Address any other issues identified by the OTC directors.

Summary and Discussion

Light-, Medium-, and Heavy-Duty Emissions Standards

- Tracked CARB clean vehicle regulatory actions
- Tracked federal regulatory rollbacks

Tampering and Aftermarket Catalysts

- Discussed EPA's initial efforts to estimate impacts of tampered vehicles

Cross Committee Collaboration

- Discussed potential to model ozone impact of regulatory rollbacks with modeling committee

Provide Technical and Policy Support Where Needed

- Indirect Source Rule
- Policy concept for emission fees on delivered vehicles
- Colorado Department of Public Health and Environment Regulation 29 on lawn and garden equipment

Looking Ahead: 2026 MSC Charge

Thank you!

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