# EPA Update

NACAA Mobile Sources and Fuels Call

3/6/2018

# Topics:

- Upcoming Trainings
- Revised SIP and Conformity Guidance for Diesel Retrofits and Replacements
- Results from the 2017-2018 Travel Efficiency Assessment Method Case Studies

# Upcoming Training

- Three MOVES2014a Hands-on Training sessions:
  1. April 24-25: Atlanta, GA
  2. May 15-16: Research Triangle Park, NC
  3. June 19-20: Ann Arbor, MI

  MOVES training and registration information at: www.epa.gov/moves/moves-training-sessions#training

- PM Hot-spot Guidance Training: June 26-28
  - Updated training information will be posted to: www.epa.gov/state-and-local-transportation/project-level-training-quantitative-pm-hot-spot-analyses

- National Transit Institute's Introduction to Transportation Conformity course
  - April 16-18, 2018 – Philadelphia, PA
  - April 25-27, 2018 – Phoenix, AZ
  - May 30- June 1, 2018 – Seattle, WA

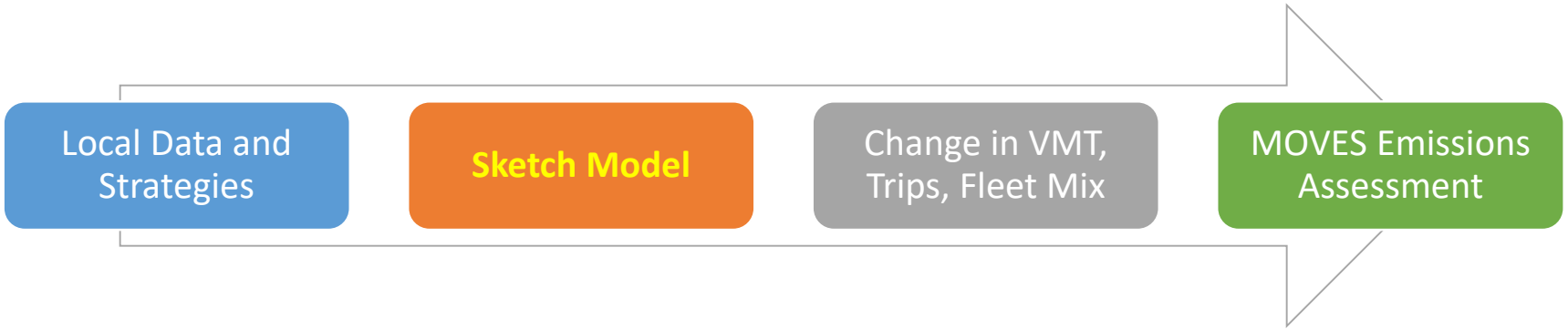
  See NTI's webpage for more information: www.ntionline.com/introduction-to-transportation-conformity/

# Revised SIP and Conformity Guidance for Diesel Retrofit and Replacement

- Purpose:  provide guidance on quantifying and using emission reductions from on-road and nonroad diesel vehicles, engines, and equipment that have been retrofitted with emission reduction technology
- Describes how to quantify and use reductions of NOx, VOCs, PM2.5, PM10, and carbon monoxide (CO) in ozone, PM2.5, PM10, nitrogen dioxide (NO2), and CO nonattainment and maintenance areas
- Current version was released in 2014
- Revised version for MOVES2014a to be released in March 2018
  - Once available, revised guidance will be posted at www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation#quantifying

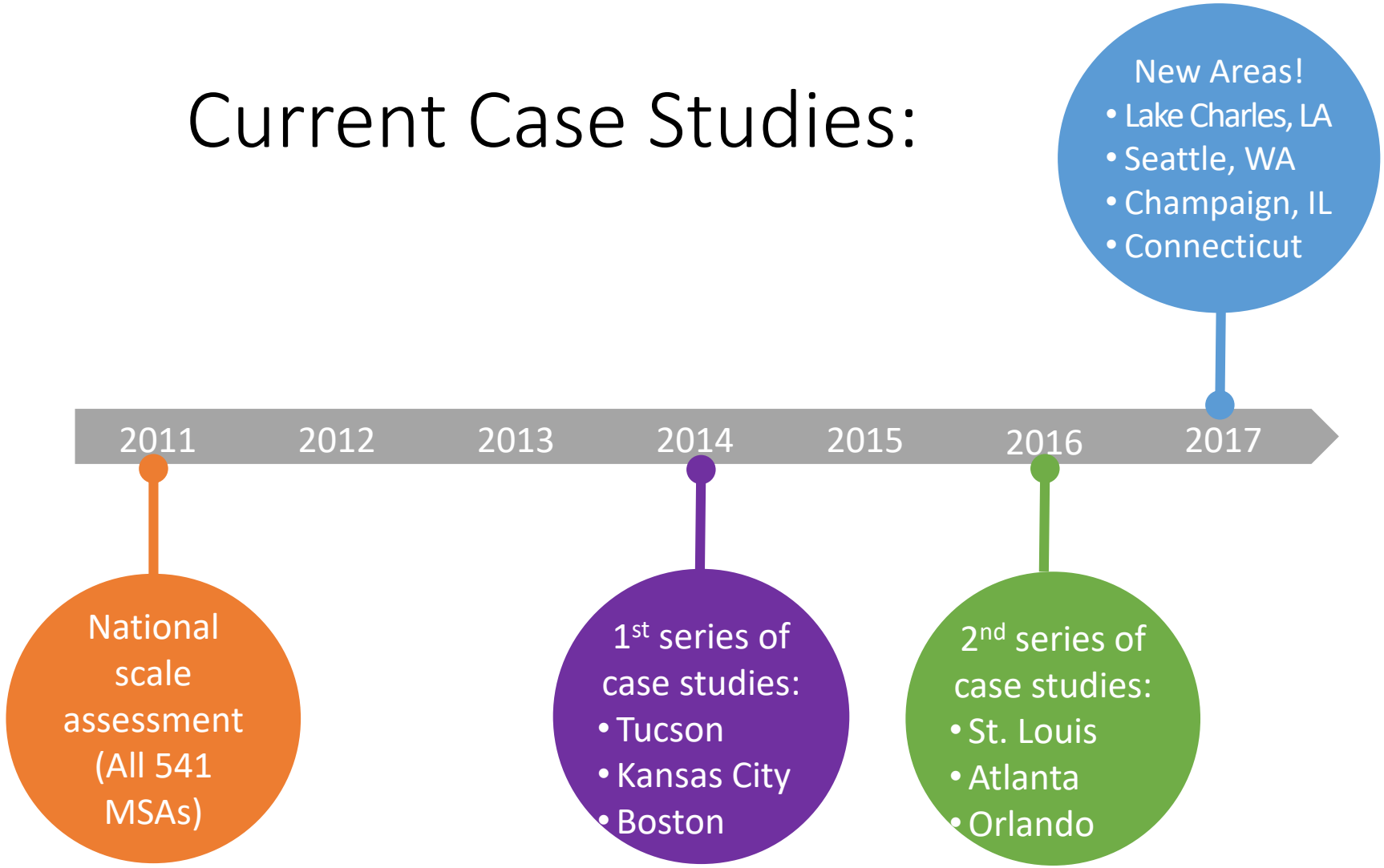
# The Travel Efficiency Assessment Method (TEAM)

- A method to rapidly assess multi-pollutant emission reductions from hypothetical travel efficiency scenarios at the local, state and national level
- TEAM substitutes a sketch planning tool for the traditional 4-step model




- For additional information about TEAM, see: www.epa.gov/state-and-local-transportation/transportation-related-documents-state-and-local-transportation#control

# Current Case Studies:




Previous Studies:

IMCAL
IMPERIAL CALCASIEU
REGIONAL PLANNING & DEVELOPMENT COMMISSION

| Selected Strategies | Light-Duty VMT | $PM_{2.5}$ | $NO_x$ | VOCs | GHGs |
|---|---|---|---|---|---|
| Scenario 1: TDM Employer Programs | −0.07% | −0.07% | −0.07% | −0.07% | −0.07% |
| Scenario 2: Scenario 1 + Transit Improvements | −0.10% | −0.10% | −0.10% | −0.10% | −0.10% |
| Scenario 3: Scenario 2 + Parking Pricing | −0.24% | −0.24% | −0.23% | −0.22% | −0.24% |
| Scenario 4: Scenario 3 + Smart Growth Land Use | −1.05% | −1.04% | −1.01% | −0.97% | −1.04% |

Values provide the percentage reduction in 2040 as compared with the “Business-As-Usual” case.

CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

| Selected Strategies | Light-Duty VMT | $PM_{2.5}$ | $NO_x$ | VOCs | GHGs |
|---|---|---|---|---|---|
| Scenario 1: Local transit hubs and bus improvements + bicycle and pedestrian improvements | −2.31% | −2.37% | −2.42% | −2.50% | −2.33% |
| Scenario 2: Scenario 1 + Parking Pricing at the University | −2.58% | −2.64% | −2.71% | −2.80% | −2.60% |
| Scenario 3: Scenario 2 + Smart growth land use | −7.43% | −7.07% | −6.75% | −6.27% | −7.32% |
| Scenario 4: Scenario 3 + High Speed Rail | −7.66% | −7.25% | −6.89% | −6.34% | −7.53% |

Values provide the percentage reduction in 2040 as compared with the “Business-As-Usual” case.

pscleanair.org
Puget Sound Clean Air Agency

| Selected Strategies | Light-Duty VMT | $PM_{2.5}$ | $NO_x$ | VOCs | GHGs |
|---|---|---|---|---|---|
| Scenario 1: Expand Commute Trip Reduction (CTR) Program | –0.09% | –0.10% | –0.10% | –0.10% | –0.10% |
| Scenario 2: Scenario 1 + Expand access transit access to EJ/low-income populations | –1.87% | –1.89% | –1.91% | –2.00% | –1.89% |
| Scenario 3: Scenario 2 + VMT Pricing | –5.11% | –5.16% | –5.21% | –5.44% | –5.16% |
| Scenario 4: Scenario 3 + Smart growth land use | –11.91% | –11.82% | –11.71% | –11.28% | –11.82% |

Values provide the percentage reduction in 2040 as compared with the “Business-As-Usual” case.

NESCAUM

| Selected Strategies | Light-Duty VMT | $PM_{2.5}$ | $NO_x$ | VOCs | GHGs |
|---|---|---|---|---|---|
| Scenario 1: Commuter train improvements | −0.40% | −0.40% | −0.41% | −0.42% | −0.40% |
| Scenario 2: Scenario 1 + Local bus improvements | −0.95% | −0.95% | −0.98% | −1.00% | −0.95% |
| Scenario 3: Scenario 2 + Smart growth land use | −1.18% | −1.17% | −1.16% | −1.14% | −1.18% |
| Scenario 4: Scenario 3 + VMT pricing | −5.42% | −5.45% | −5.54% | −5.64% | −5.44% |

Values provide the percentage reduction in 2040 as compared with the “Business-As-Usual” case.

# Questions?