Memorandum

March16, 2010

To: MOVES Task Force

From: Eulalie Lucas EL.

Department of Transportation Planning

Subject: Results of MOVES2010 Model Sensitivity Tests: Combination of Default and Local Data for Three Selected Jurisdictions (2005 and 2030)

I. Introduction

On March 2, 2010 EPA officially released the availability of the MOVES model in the Federal Register, see Attachment 1. Staff completed a series of sensitivity tests to compare results from the production version MOVES2010 with MOBILE6.2. Staff initially presented results for three jurisdictions using default data from the draft version of MOVES. These inputs are based on National trends applied at the jurisdiction level. MOBILE emissions are based on the most current approved travel data at jurisdiction level generated by MWCOG Travel Demand Model Version 2.2/ for the 2009 CLRP (July 2009).

The following runs were executed to produce 2005 and 2030 emission estimates for pollutants associated with an average ozone day and those reported on an annual basis: precursor NOx, PM2.5, and CO2; for the District of Columbia, Fairfax and Montgomery Counties. Run 1 used all default data and run 2 used a mix of default and local data. Table 1 is a matrix illustrating the inputs and source. Attachments 2 A and B are sample flow charts illustrating programming steps and inputs. Attachment 2 A represents a District of Columbia MOVES model run using all default data. Attachment 2 B represents a model run for the same jurisdiction using a combination of national default and local inputs.

Table 1

Input Item	Inputs	
	Def.	Loc.
Vehicle Age Distribution		X
Vehicle Population		X
Ann. VMT by Jurisdiction		X
Annual. VMT Distributed by Vehicle. Type		X
Vehicle Type VMT Percentages by Facility		X
I/M Programs	X	
Fuel Supply	X	
Fuel Formulation	X	
Average Speed Distribution	X	

II. Results

Staff applied the County Data Manager tool which allows the user to import and edit local data, rather than using MOVES defaults. Using this MOVES utility program the inputs listed in the above matrix were applied.

As indicated earlier, default data values were used for those inputs where local data were not available. Such inputs include I/M Program, Fuel Supply and Formulation, and Meteorology. EPA has cautioned users that these inputs are not complete and may not cover all vehicle or fuel types; results may differ once these inputs are revised with local data.

In reviewing the results for the three sample jurisdiction MOVES2010 generated emissions were higher than MOBILE6.2 emissions. Some increases were significant while others were marginal; for example Fairfax County had higher emissions from MOVES2010 runs for all pollutants. The District of Columbia had marginal increases for 2005 CO2 emissions and VOC.

Results listed in Tables 2-a, 2-b and 2-c show emissions for an ozone day followed by annual emissions by jurisdiction, trip cycle and test for 2005. Results listed in Tables 3-a, 3-b, and 3-c a show annual emissions in the same order.

These results are illustrated in attached graphs in the following order, graph 2-a, 2-b, and 2-c for ozone season. Graphs 3-a, 3-b and 3-c illustrate annual emissions.

Ozone results for year 2030 are also presented in this memo in the same sequence, Tables 4-a, 4-b and 4-c for ozone along with graphs 4-a, 4-b, and 4-c. Tables 5-a, 5-b, and 5-c show results for annual emissions and Graphs 4-a, 4-b, 4-c, 5-a, 5-b, and 5-c illustrate these emissions.

III. Next Steps

DTP/DEP staff is continuing to work on replacing default values for user controlled inputs with local data. Work related to a Custom Domain to reflect three domains (the District of Columbia, Maryland and Virginia) in the Washington region non-attainment area is also on-going.

Attachments

Table 2a 2005 District of Columbia VOC and NOx Emissions (Daily)

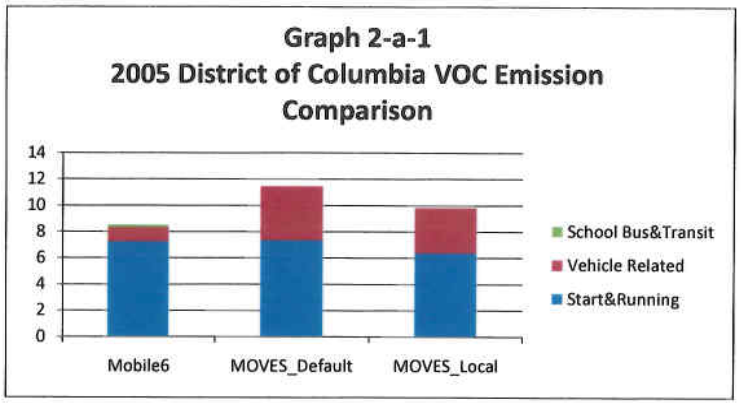
	Mobile6		MOVES_Default		MOVES_Local	
	VOC	NOx	VOC	NOx	VOC	NOx
Start	2.2156	1.1670	3.196552	3.546664	2.463634	2.745434
Running	5.0379	15.1030	4.141346	25.91664	3.932606	25.0081
Start & Running	7.2535	16.2700	7.3379	29.4633	6.3962	27.7535
Vehicle Related	1.0900	0.0000	4.119234	0.0000	3.433254	0.448101
Bus, Transit, and Auto	0.1644	1.6449	0.0000	0.0000	0.0000	0.0000
Total	8.5079	17.9149	11.4571	29.4633	9.8295	28.2016

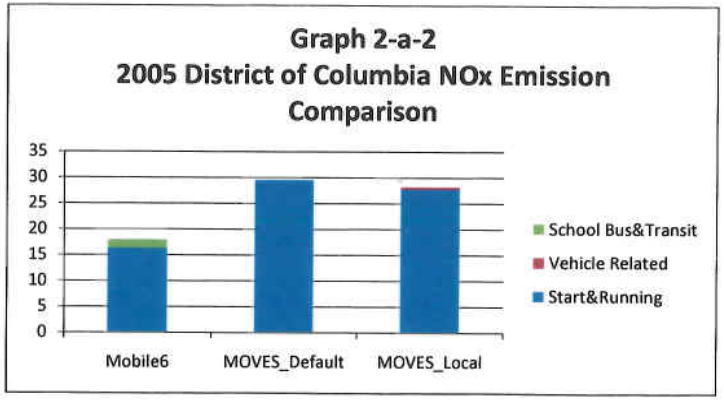
Table 2b 2005 Fairfax County VOC and NOx Emissions (Daily)

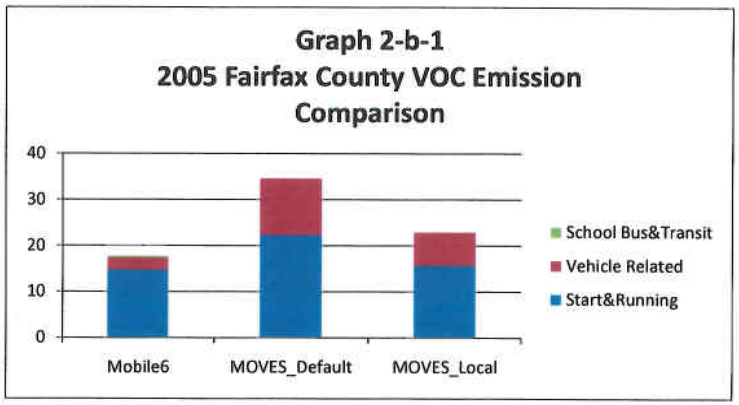
	Mobile6		MOVES2010_Default		MOVES2010_Local	
	VOC	NOx	VOC	NOx	VOC	NOx
Start	4.3793	2.3223	9.841817	11.05646	7.600262	8.33571
Running	10.3411	42.6183	12.4238	78.87182	8.067451	55.77891
Start & Running	14.7204	44.9405	22.2656	89.9283	15.6677	64.1146
Vehicle Related	2.6348	0.0000	12.31919	2.718791	7.276822	0.933416
Bus, Transit, and Auto	0.3532	2.0440	0.0000	0.0000	0.0000	0.0000
Total	17.7084	46.9845	34.5848	92.6471	22.9445	65.0480

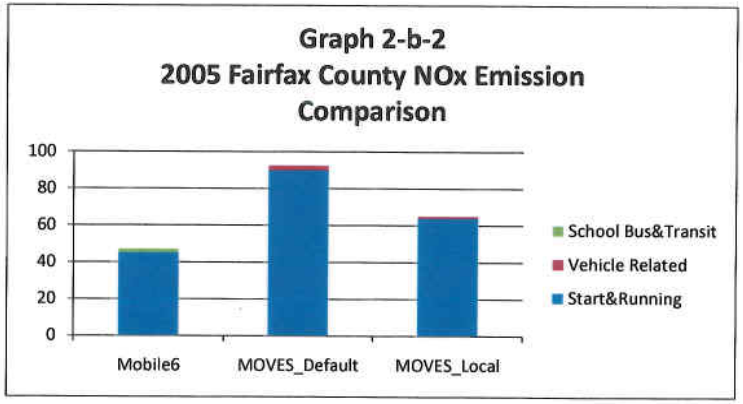
Table 2c 2005 Montgomery County VOC and NOx Emissions (Daily)

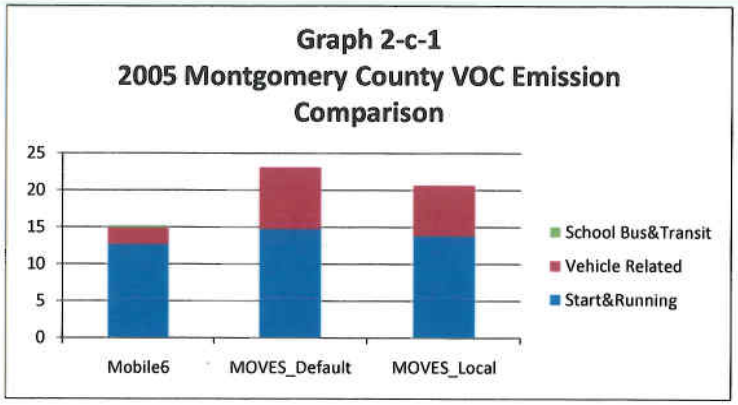
	Mobile6		MOVES2010_Default		MOVES2010_Local	
	VOC	NOx	VOC	NOx	VOC	NOx
Start	3.8015	2.0324	6.807264	6.719485	6.9689	6.199248
Running	8.8443	33.6277	7.941241	53.2063	6.841734	44.59158
Start & Running	12.6458	35.6601	14.7485	59.9258	13.8106	50.7908
Vehicle Related	2.2796	0.0000	8.350632	0.909911	6.825645	0.929983
Bus, Transit, and Auto	0.3024	2.5402	0.0000	0.0000	0.0000	0.0000
Total	15.2277	38.2003	23.0991	60.8357	20.6363	51.7208


Graph 2-a-1
2005 District of Columbia VOC Emission Comparison
14
12
10
8
6
4
2
0
Mobile6
MOVES_Default
MOVES_Local
School Bus&Transit
Vehicle Related
Start&Running


Graph 2-a-2
2005 District of Columbia NOx Emission Comparison
35
30
25
20
15
10
5
0
Mobile6
MOVES_Default
MOVES_Local
School Bus&Transit
Vehicle Related
Start&Running


Graph 2-b-1
2005 Fairfax County VOC Emission Comparison
40
30
20
10
0
Mobile6
MOVES_Default
MOVES_Local
School Bus&Transit
Vehicle Related
Start&Running


Graph 2-b-2
2005 Fairfax County NOx Emission Comparison
100
80
60
40
20
0
Mobile6
MOVES_Default
MOVES_Local
School Bus&Transit
Vehicle Related
Start&Running


Graph 2-c-1
2005 Montgomery County VOC Emission Comparison
25
20
15
10
5
0
Mobile6
MOVES_Default
MOVES_Local
School Bus&Transit
Vehicle Related
Start&Running

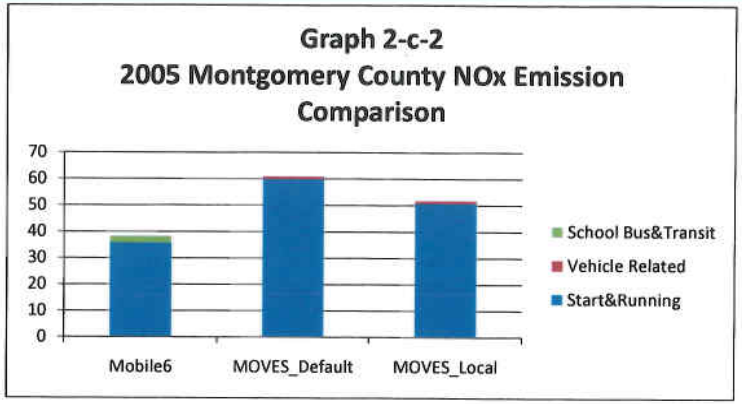

Graph 2-c-2
2005 Montgomery County NOx Emission Comparison
70
60
50
40
30
20
10
0
Mobile6
MOVES_Default
MOVES_Local
School Bus&Transit
Vehicle Related
Start&Running

Table 3a. 2005 District of Columbia CO_2, NOx, PM2.5 Emissions (Annual)

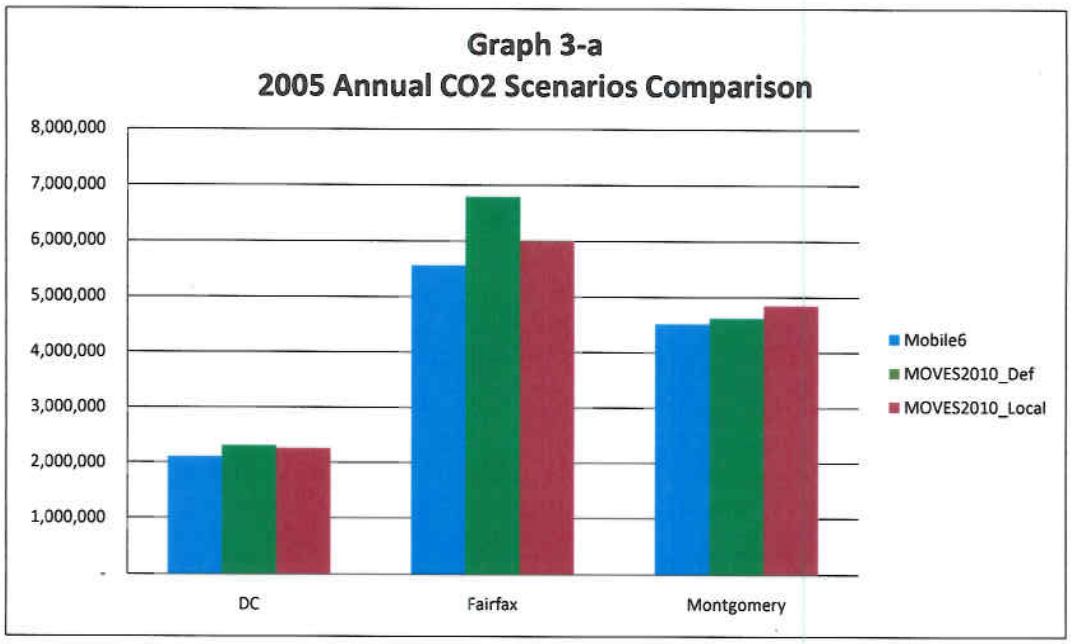
DC	Mobile6			MOVES2010_Def			MOVES2010_Local		
	CO_2	NOx	PM2.5	CO_2	NOx	PM2.5	CO2	NOx	PM2.5
Total	2,105,545	7,332	128	2,309,048	9,472	308	2,253,521	9,428	312

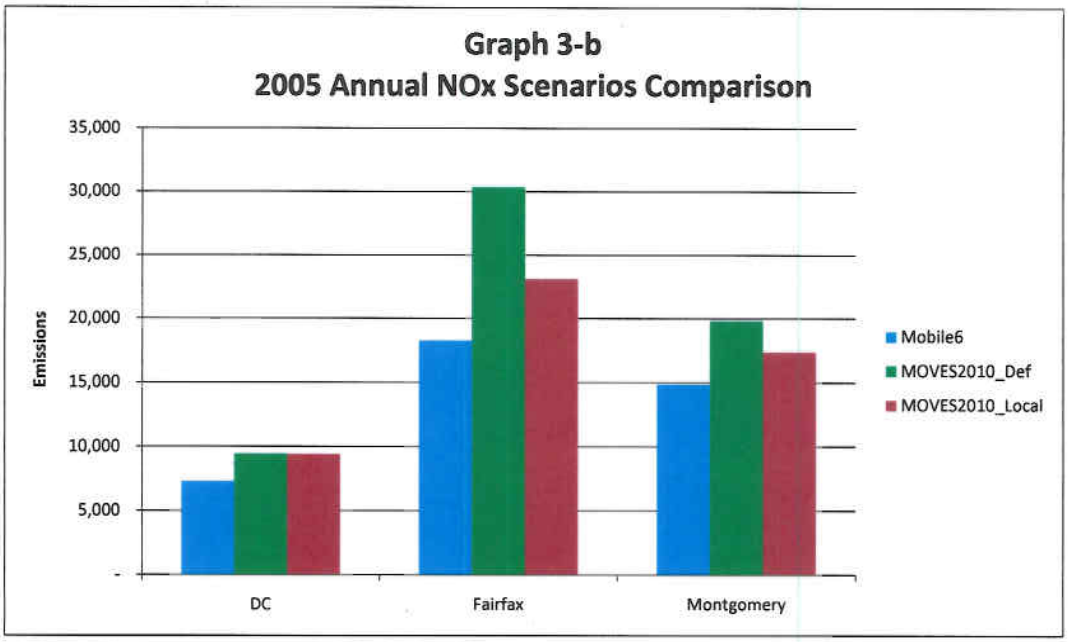
Table 3b. 2005 Fairfax County CO_2, NOx, PM2.5 Emissions (Annual)

Fairfax	Mobile6			MOVES2010_Def			MOVES2010_Local		
	CO_2	NOx	PM2.5	CO_2	NOx	PM2.5	CO2	NOx	PM2.5
Total	5,563,513	18,271	323	6,792,354	30,382	983	5,989,475	23,121	739

Table 3c. 2005 Montgomery County CO_2, NOx, PM2.5 Emissions (Annual)

Montgomery	Mobile6			MOVES2010_Def			MOVES2010_Local		
	CO_2	NOx	PM2.5	CO_2	NOx	PM2.5	CO2	NOx	PM2.5
Total	4,517,969	14,879	265	4,620,947	19,837	686	4,840,257	17,369	598


Graph 3-a
2005 Annual CO2 Scenarios Comparison
8,000,000
7,000,000
6,000,000
5,000,000
4,000,000
3,000,000
2,000,000
1,000,000
-
DC
Fairfax
Montgomery
Mobile6
MOVES2010_Def
MOVES2010_Local


Graph 3-b
2005 Annual NOx Scenarios Comparison
Emissions
35,000
30,000
25,000
20,000
15,000
10,000
5,000
-
DC
Fairfax
Montgomery
Mobile6
MOVES2010_Def
MOVES2010_Local

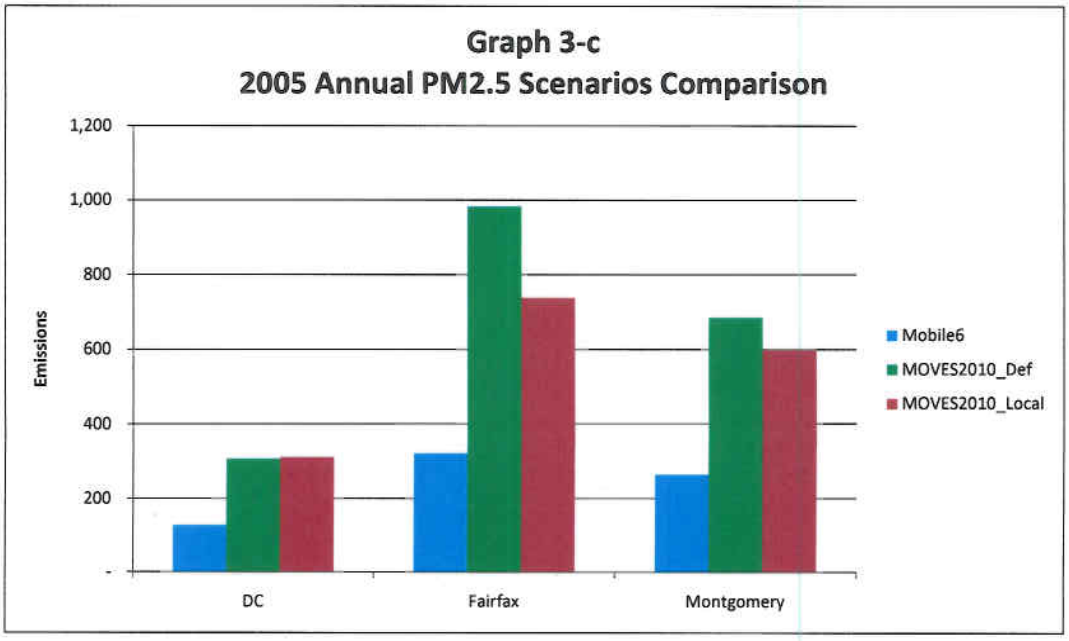

Graph 3-c
2005 Annual PM2.5 Scenarios Comparison
Emissions
1,200
1,000
800
600
400
200
-
DC
Fairfax
Montgomery
Mobile6
MOVES2010_Def
MOVES2010_Local

Table 4a. 2030 District of Columbia VOC and NOx Emissions (Daily)

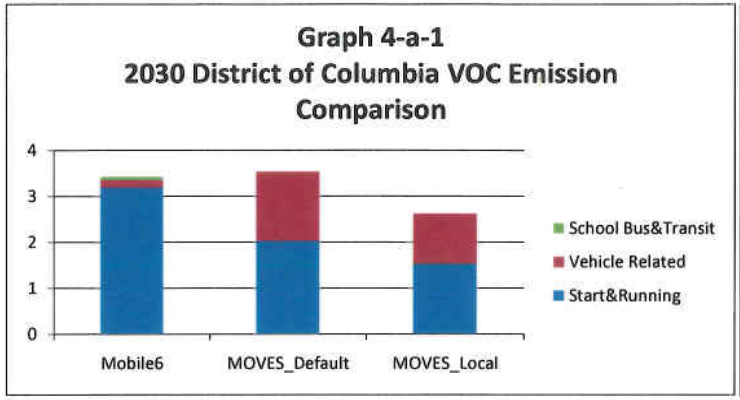
	Mobile6		MOVES_Default		MOVES_Local	
	VOC	NOx	VOC	NOx	VOC	NOx
Start	0.5800	0.2100	1.2028	0.7474	0.8015	0.4615
Running	2.6100	2.2800	0.8270	4.8967	0.7270	4.2895
Start & Running	3.1900	2.4900	2.0297	5.6440	1.5285	4.7510
Vehicle Related	0.1600	0.0000	1.5085	0.0000	1.0891	0.5763
Bus, Transit, and Auto	0.0716	0.1310	0.0000	0.0000	0.0000	0.0000
Total	3.4216	2.6210	3.5382	5.6440	2.6176	5.3274

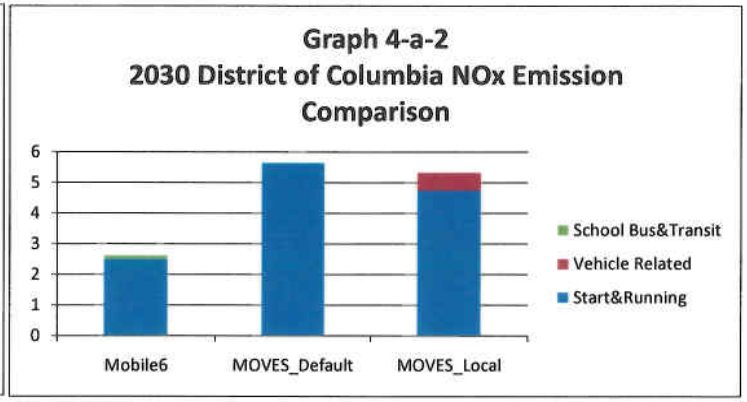
Table 4b. 2030 Fairfax County VOC and NOx Emissions (Daily)

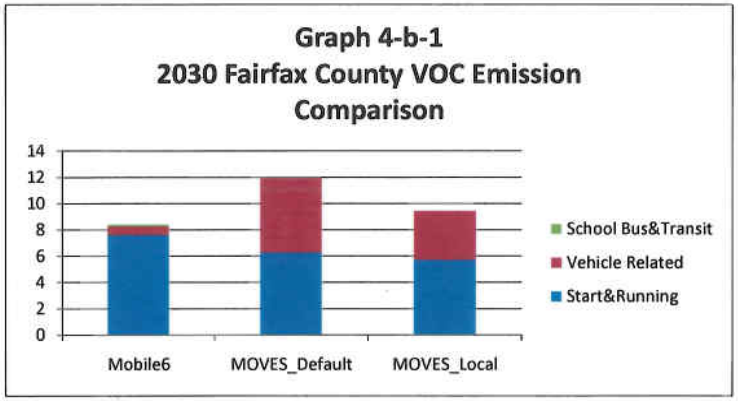
	Mobile6		MOVES_Default		MOVES_Local	
	VOC	NOx	VOC	NOx	VOC	NOx
Start	1.4700	0.5100	3.8786	2.5382	3.6436	2.3631
Running	6.1300	7.0700	2.3987	14.7378	2.0569	12.9734
Start & Running	7.6000	7.5800	6.2773	17.2759	5.7005	15.3365
Vehicle Related	0.6600	0.0000	5.6362	4.6517	3.7353	1.6089
Bus, Transit, and Auto	0.1567	0.2279	0.0000	0.0000	0.0000	0.0000
Total	8.4167	7.8079	11.9135	21.9277	9.4359	16.9454

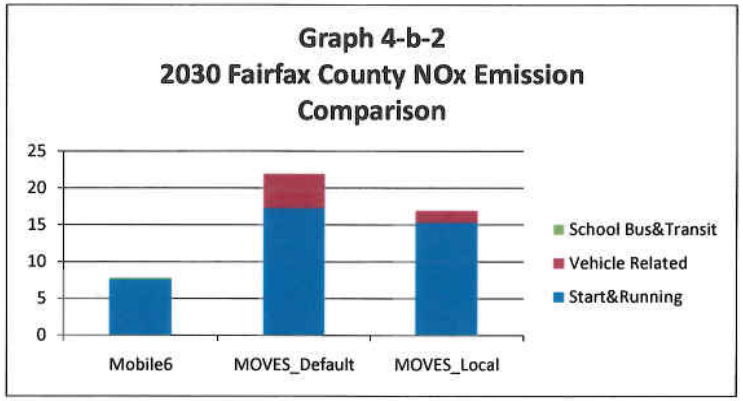
Table 4c. 2030 Montgomery County VOC and NOx Emissions (Daily)

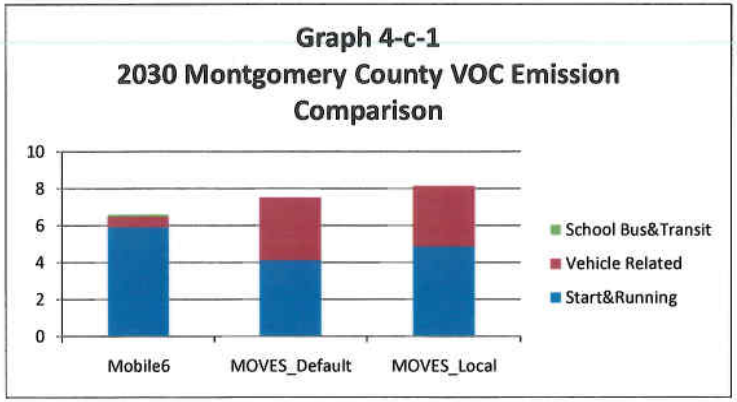
	Mobile6		MOVES_Default		MOVES_Local	
	VOC	NOx	VOC	NOx	VOC	NOx
Start	1.2500	0.3600	2.4860	1.5356	3.2493	2.0252
Running	4.6700	4.7200	1.6290	10.2589	1.6174	10.1362
Start & Running	5.9200	5.0800	4.1149	11.7945	4.8666	12.1614
Vehicle Related	0.5600	0.0000	3.3951	1.5568	3.2649	1.1737
Bus, Transit, and Auto	0.1326	0.2369	0.0000	0.0000	0.0000	0.0000
Total	6.6126	5.3169	7.5100	13.3513	8.1316	13.3351


Graph 4-a-1
2030 District of Columbia VOC Emission Comparison
4
3
2
1
0
Mobile6
MOVES_Default
MOVES_Local
School Bus&Transit
Vehicle Related
Start&Running


Graph 4-a-2
2030 District of Columbia NOx Emission Comparison
6
5
4
3
2
1
0
Mobile6
MOVES_Default
MOVES_Local
School Bus&Transit
Vehicle Related
Start&Running


Graph 4-b-1
2030 Fairfax County VOC Emission Comparison
14
12
10
8
6
4
2
0
Mobile6
MOVES_Default
MOVES_Local
School Bus&Transit
Vehicle Related
Start&Running


Graph 4-b-2
2030 Fairfax County NOx Emission Comparison
25
20
15
10
5
0
Mobile6
MOVES_Default
MOVES_Local
School Bus&Transit
Vehicle Related
Start&Running


Graph 4-c-1
2030 Montgomery County VOC Emission Comparison
10
8
6
4
2
0
Mobile6
MOVES_Default
MOVES_Local
School Bus&Transit
Vehicle Related
Start&Running

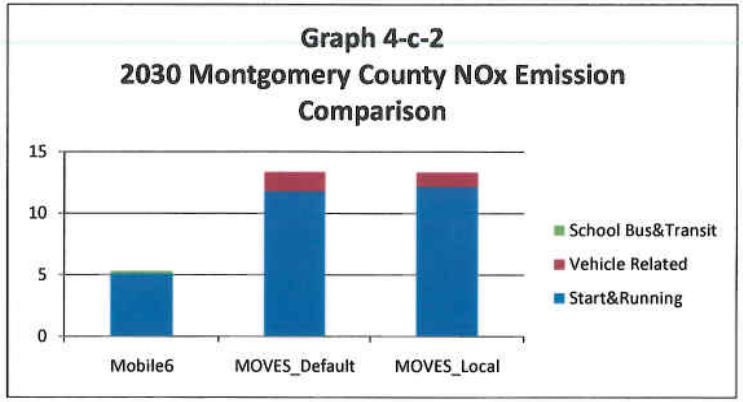

Graph 4-c-2
2030 Montgomery County NOx Emission Comparison
15
10
5
0
Mobile6
MOVES_Default
MOVES_Local
School Bus&Transit
Vehicle Related
Start&Running

Table 5a. 2030 District of Columbia CO_2, NOx, PM2.5 Emissions (Annual)

	Mobile6			MOVES2010_Def			MOVES2010_Local		
DC	CO_2	NOx	PM2.5	CO_2	NOx	PM2.5	CO2	NOx	PM2.5
Total	2,385,764	930	53	3,246,442	1,886	73	2,487,406	1,810	55

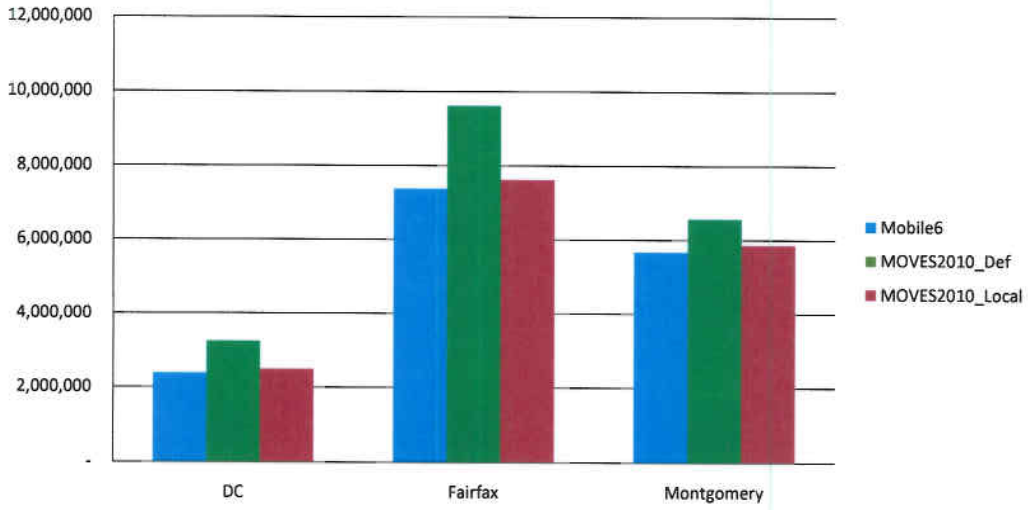
Table 5b. 2030 Fairfax County CO_2, NOx, PM2.5 Emissions (Annual)

	Mobile6			MOVES2010_Def			MOVES2010_Local		
Fairfax	CO_2	NOx	PM2.5	CO_2	NOx	PM2.5	CO2	NOx	PM2.5
Total	7,376,825	2,819	166	9,626,402	7,670	228	7,624,050	5,905	182

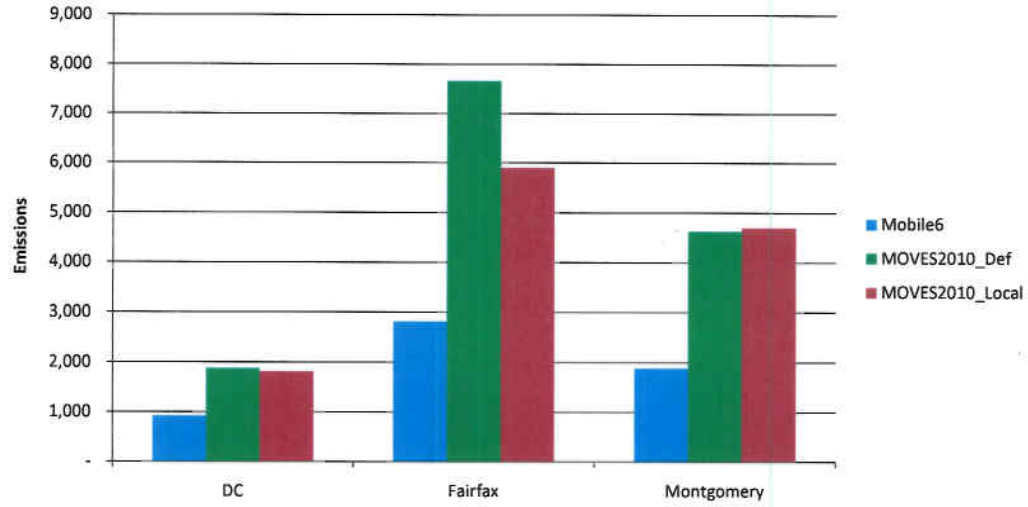
Table 5c. 2030 Montgomery County CO_2, NOx, PM2.5 Emissions (Annual)

	Mobile6			MOVES2010_Def			MOVES2010_Local		
Montgomery	CO_2	NOx	PM2.5	CO_2	NOx	PM2.5	CO2	NOx	PM2.5
Total	5,667,991	1,884	127	6,564,506	4,639	157	5,864,141	4,699	145

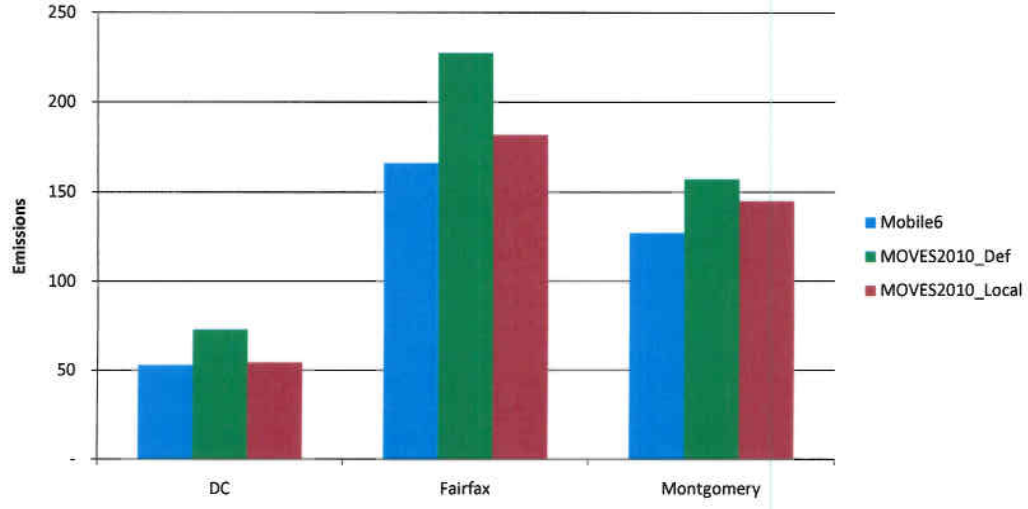
Graph 5-a
2030 Annual CO2 Scenarios Comparison



Graph 5-b
2030 Annual NOx Scenarios Comparison



Graph 5-c
2030 Annual PM2.5 Scenarios Comparison



Air and Radiation (OAR) is now nearing completion of the analytical work for the second prospective study. The AQMS met on February 19, 2010 [**Federal Register** Notice dated January 26, 2010 (75 FR 4070–4071)] to review technical documents pertaining to modeling of air quality for seven emissions scenarios: a 1990 baseline simulation; and simulations for 2000, 2010 and 2020 with and without the CAAA. Materials for the February 19 meeting are available on the Council Web site at *http://yosemite.epa.gov/sab/SABPRODUCT.NSF/MeetingCal/962D3C3D233888B085257695005098B5?OpenDocument*. The purpose of the March 15 teleconference meeting is to discuss and finalize the AQMS draft advisory report.

Technical Contacts: The Office of Air and Radiation technical contact for the Second Section 812 Benefit-Cost Analysis of the Clean Air Act is Mr. Jim DeMocker at (202) 564–1673 or *democker.jim@epa.gov*.

Availability of Meeting Materials: The AQMS draft advisory report and meeting agenda for the March 2010 teleconference will be posted to the Council Web site (*http://www.epa.gov/advisorycouncilcaa*) prior to the meeting. EPA draft documents provided to the AQMS are available at *http://www.epa.gov/oar/sect812/prospective2.html*.

Procedures for Providing Public Input: Interested members of the public may submit relevant written or oral information for the AQMS to consider on the topics of this advisory activity. *Oral Statements:* In general, individuals or groups requesting an oral presentation at a teleconference meeting will be limited to three minutes per speaker, with no more than a total of one hour for all speakers. Interested parties should contact Ms. Sanzone at the contact information provided above by March 10, 2010, to be placed on the public speaker list for the March 15, 2010 meeting. *Written Statements:* Written statements should be received in the SAB Staff Office by March 10, 2010, so that the information can be made available to the AQMS for their consideration prior to the meeting. Written statements should be supplied to Ms. Sanzone in the following formats: one hard copy with original signature and one electronic copy via e-mail (acceptable file format: Adobe Acrobat PDF, MS Word, WordPerfect, MS PowerPoint, or Rich Text files). Submitters are asked to provide electronic versions of each document submitted with *and* without signatures, because the SAB Staff Office does not publish documents with signatures on its Web sites.

Accessibility: For information on access or services for individuals with disabilities, please contact Ms. Sanzone at (202) 343–9697, or via e-mail at *sanzone.stephanie@epa.gov*, preferably at least ten (10) days prior to the meeting, to give EPA as much time as possible to process your request.

Dated: February 24, 2010.

Anthony Maciorowski,

Deputy Director, EPA Science Advisory Board Staff Office.

[FR Doc. 2010–4311 Filed 3–1–10; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[FRL–9121–1]

Official Release of the MOVES2010 Motor Vehicle Emissions Model for Emissions Inventories in SIPs and Transportation Conformity

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of availability.

SUMMARY: EPA is approving and announcing the availability of the Motor Vehicle Emissions Simulator model (MOVES2010) for official use outside of California. MOVES2010 is the state-of-the-art upgrade to EPA's modeling tools for estimating emissions from cars, trucks, motorcycles, and buses, based on analysis of millions of emission test results and considerable advances in the Agency's understanding of vehicle emissions.

Today's notice approves the use of MOVES2010 in official State implementation air quality plan (SIP) submissions to EPA and for certain transportation conformity analyses outside of California. This notice starts a two-year grace period before the MOVES2010 emission model is required to be used in new regional emissions analyses for transportation conformity determinations outside of California. EPA is not approving MOVES2010 for project-level transportation conformity hot-spot analyses at this time; the Agency will approve the model for such analyses in the near future in a separate **Federal Register** notice when guidance is finalized.

EPA strongly encourages areas to use the interagency consultation process to examine how MOVES2010 will affect future transportation plan and transportation improvement program (TIP) conformity determinations so, if necessary, SIPs and motor vehicle emissions budgets can be revised with MOVES2010 or transportation plans and TIPs can be revised as appropriate prior to the end of the MOVES2010 conformity grace period. EPA also encourages State and local air agencies to consider how the release of MOVES2010 will affect analyses supporting SIP submissions under development.

DATES: EPA's approval of the MOVES2010 emissions model for SIPs and regional emissions analyses for transportation conformity is effective March 2, 2010. As discussed further below, today's approval also starts a two-year transportation conformity grace period which ends on *March 2, 2012*, after which MOVES2010 is required to be used for new regional emissions analyses for transportation conformity.

FOR FURTHER INFORMATION CONTACT: For technical model questions regarding the official release or use of MOVES2010, please e-mail EPA at *mobile@epa.gov* or call (734) 214–4636. For questions about SIPs, contact Rudy Kapichak at *Kapichak.Rudolph@epa.gov* or (734) 214–4574. For transportation conformity questions, contact Meg Patulski at *Patulski.Meg@epa.gov* or (734) 214–4842.

SUPPLEMENTARY INFORMATION: The contents of this notice are as follows:

Availability of MOVES2010 and Support Materials

Copies of the official version of the MOVES2010 model, along with user guides and supporting documentation, are available on EPA's MOVES Web site: *http://www.epa.gov/otaq/models/moves/index.htm*.

Guidance on how to apply MOVES2010 for SIPs and transportation conformity purposes, including "Policy Guidance on the Use of MOVES2010 for State Implementation Plan Development, Transportation Conformity, and Other Purposes" (EPA–420–B–09–046, December 2009) and "Technical Guidance on the Use of MOVES2010 for Emission Inventory Preparation in State Implementation Plans and Transportation Conformity" (EPA–420–B–09–042, December 2009) can be found on the EPA's transportation conformity Web site at: *http://www.epa.gov/otaq/stateresources/transconf/policy.htm*.

EPA will continue to update this Web site as other MOVES support materials and guidance are developed.

Individuals who wish to receive EPA announcements related to the MOVES2010 model should subscribe to the EPA–MOBILENEWS e-mail listserver. To subscribe to the EPA–MOBILENEWS listserver, send a blank e-mail to EPA at *join-EPA-MOBILENEWS@lists.epa.gov*. Your e-mail address will then be added to the list of subscribers and a confirmation message will be sent to your e-mail address. Whenever a message is posted to the EPA–MOBILENEWS listserver by the listserver owner (the Assessment and Standards Division of EPA's Office of Transportation and Air Quality), a copy of that message will be sent to every person who has subscribed. You can remove yourself from the list by sending a blank e-mail to EPA at *leave-EPA-MOBILENEWS@lists.epa.gov*. This e-mail must be sent from the same e-mail address that you used to subscribe. For more information about the EPA–MOBILENEWS listserver, visit EPA's Web site at *http://www.epa.gov/otaq/models/mobilelist.htm*.

I. What Is MOVES2010?

MOVES2010 is the state-of-the-art upgrade to EPA's modeling tools for estimating emissions from highway vehicles, based on analysis of millions of emission test results and considerable advances in the Agency's understanding of vehicle emissions. Today's notice approves MOVES2010 as EPA's official motor vehicle emissions factor model for estimating volatile organic compounds (VOCs), nitrogen oxides (NO_X), carbon monoxide (CO), direct particulate matter (PM_{10} and $PM_{2.5}$) and other precursors from cars, trucks, buses, and motorcycles by State and local agencies for SIP purposes and regional emissions analyses for transportation conformity outside of California. For these purposes, MOVES2010 replaces the previous emissions model, MOBILE6.2, which was released in 2004 (69 FR 28830).[1]

MOVES2010 improves upon MOBILE6.2 in several key respects. For example, MOVES2010 is based on a review of the vast amount of in-use vehicle data collected and analyzed since the release of MOBILE6.2, including millions of emissions measurements from light-duty vehicles. Analysis of this data has enhanced EPA's understanding of how on-road mobile sources contribute to emissions inventories, and has also improved the agency's understanding of the relative effectiveness of various control strategies. MOVES2010 has a database-centered design that allows users much greater flexibility in organizing input and output data. This structure also allows EPA to update emissions data incorporated in MOVES2010 more easily.

MOVES2010 includes the capability to estimate vehicle exhaust and evaporative emissions as well as brake wear and tire wear emissions for criteria pollutants and precursors. However, MOVES2010 does not include the capability to estimate emissions of re-entrained road dust. To estimate emissions from re-entrained road dust, practitioners should continue to use the latest approved methodologies.[2]

II. SIP Policy for MOVES2010

EPA has articulated its policy regarding the use of MOVES2010 in SIP development in its "Policy Guidance on the Use of MOVES2010 for State Implementation Plan Development, Transportation Conformity, and Other Purposes" (EPA–420–B–09–046, December 2009). Today's notice highlights certain aspects of the guidance, but State and local governments should refer to the guidance for more detailed information on how and when to use MOVES2010 in reasonable further progress SIPs, attainment demonstrations, maintenance plans, inventory updates, and other SIP submission requirements.

Although MOVES2010 should be used in SIP development as expeditiously as possible, EPA also recognizes the time and effort that States have already undertaken in SIP development using MOBILE6.2. SIPs that EPA has already approved are not required to be revised solely based on existence of the new model. States that have already submitted SIPs or will submit SIPs shortly after EPA's approval of MOVES2010 are not required to revise these SIPs simply because a new motor vehicle emissions model is now available. States can choose to use MOVES2010 in these SIPs, for example, if it is determined that it is appropriate to update motor vehicle emissions budgets ("budgets") with the MOVES2010 model for future conformity determinations. However, EPA does not believe that a State's use of MOBILE6.2 should be an obstacle to EPA approval for SIPs that have been or will soon be submitted, assuming that such SIPs are otherwise approvable and significant SIP work has already occurred (*e.g.*, attainment modeling for an attainment SIP has already been completed with MOBILE6.2). It would be unreasonable in such cases to require States to revise these SIPs with MOVES2010 since significant work has already occurred, and EPA intends to act on these SIPs in a timely manner.

States should use MOVES2010 where SIP development is in its initial stages or hasn't progressed far enough along that switching to MOVES2010 would create a significantly adverse impact on State resources. For example, States (except California) that will be developing on-road mobile source inventories for 2006 24-hour $PM_{2.5}$ NAAQS SIPs should base those inventories on MOVES2010. EPA designated nonattainment areas for this NAAQS on November 13, 2009 (74 FR 58688), which should give State and local agencies time to incorporate MOVES2010 into SIP submissions for this NAAQS. MOVES2010 should be incorporated into these and other SIPs, as appropriate, since MOVES2010 emissions estimates are based on the best information currently available, as required by Clean Air Act section 172(c)(3) and 40 CFR 51.112(a)(1).

III. Transportation Conformity Policy for MOVES2010

EPA is establishing a two-year grace period before MOVES2010 is required for new transportation plan and TIP conformity determinations and regional emissions analyses. This grace period begins today and ends March 2, 2012. The remainder of this section describes how the transportation conformity grace period was determined and summarizes how it will be implemented, including those circumstances when the grace period could be shorter than two years. However, for complete explanations of how MOVES2010 is to be implemented for transportation conformity, including details about using MOVES2010 during the grace period, refer to "Policy Guidance on the Use of MOVES2010 for State Implementation Plan Development, Transportation Conformity, and Other Purposes" (EPA–420–B–09–046, December 2009). EPA coordinated closely with the U.S.

[1] Today's notice does not affect emissions model requirements within California, where the EMFAC2007 emissions model is currently approved for SIP purposes and for regional emissions analyses and CO hot-spot analyses for transportation conformity (73 FR 3464).

[2] *See* EPA's notice of availability published in the **Federal Register** on May 19, 2004, 69 FR 28830–28832. Also see EPA's memoranda: "Policy Guidance on the Use of the November 1, 2006, Updated to AP–42 for Re-entrained Road Dust for SIP Development and Transportation Conformity," August 2, 2007; and "Policy Guidance on the Use of MOBILE6.2 and the December 2003 AP–42 Method for Re-entrained Road Dust for SIP Development and Transportation Conformity," February 24, 2004. These documents are available on EPA's Web site at: *http://www.epa.gov/otaq/stateresources/transconf/policy.htm*.

Department of Transportation (DOT) in the establishment of the grace period.

A. Length of Conformity Grace Period

Transportation conformity is a Clean Air Act requirement to ensure that Federally supported highway and transit activities are consistent with ("conform to") the SIP. Conformity to a SIP means that a transportation activity will not cause or contribute to new air quality violations; worsen existing violations; or delay timely attainment of the national ambient air quality standards or any interim milestone. Transportation conformity applies in nonattainment and maintenance areas for transportation-related pollutants: ozone, carbon monoxide (CO), $PM_{2.5}$, PM_{10}, and nitrogen dioxide.

The transportation conformity rule (40 CFR parts 51 and 93) requires that conformity determinations be based on the latest motor vehicle emissions model approved by EPA. Section 176(c)(1) of the Clean Air Act states that "* * * [t]he determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates * * *." When EPA approves a new emissions model such as MOVES2010, a grace period is established before the model is required for conformity analyses. The conformity rule provides for a grace period for new emissions models of between three and 24 months (40 CFR 93.111(b)(1)).

EPA articulated its intentions for establishing the length of a conformity grace period in the preamble to the 1993 transportation conformity rule (58 FR 62211):

> EPA and DOT will consider extending the grace period if the effects of the new emissions model are so significant that previous SIP demonstrations of what emission levels are consistent with attainment would be substantially affected. In such cases, States should have an opportunity to revise their SIPs before MPOs [metropolitan planning organizations] must use the model's new emissions factors.

In consultation with DOT, EPA must consider many factors when establishing a grace period for conformity determinations, including the degree of change in emissions models and the effects of the new model on the transportation planning process (40 CFR 93.111(b)(2)).

Upon consideration of all of these factors, EPA is establishing a two-year grace period, which begins today and ends on March 2, 2012, before MOVES2010 is required to be used for regional transportation conformity purposes. During this grace period, areas should use the interagency consultation process to examine the impact of using MOVES2010 in their future transportation plan and TIP conformity determinations and regional emissions analyses.

B. Circumstances When Grace Period Will Be Shorter Than Two Years

The grace period will be shorter than two years for a given pollutant if an area revises its SIP and budgets with MOVES2010, and such budgets become applicable for regional conformity purposes prior to the end of the two-year grace period. In this case, the new regional emissions analysis must use MOVES2010 if the conformity determination is based on a MOVES2010-based budget.

Areas that are designated nonattainment or maintenance for multiple pollutants may rely on both MOVES2010 and MOBILE6.2 to determine conformity for different pollutants during the grace period. For example, if an area revises a previously submitted (but not approved) MOBILE6.2-based PM_{10} SIP with MOVES2010 and EPA finds these revised MOVES2010 budgets adequate for conformity, such budgets would apply for conformity on the effective date of the **Federal Register** notice announcing EPA's adequacy finding. In this example, if an area was in nonattainment for PM_{10} and ozone, the MOVES2010 grace period would end for PM_{10} once EPA found the new MOVES2010-based SIP budgets adequate. However, MOBILE6.2 could continue to be used for ozone conformity determinations until the end of the MOVES2010 grace period.[3] EPA Regional Offices should be consulted for questions regarding such situations in multi-pollutant areas.

In addition, if an area revises a previously approved SIP using MOVES2010, the revised MOVES2010 budgets would be used for conformity purposes once EPA approves the MOVES2010 SIP revision, in most cases. In general, submitted SIPs cannot supersede approved budgets until they are approved. However, 40 CFR 93.118(e)(1) allows an approved budget to be replaced by an adequate budget if EPA's approval of the initial budgets specifies that the budgets being approved may be replaced in the future by new adequate budgets. This flexibility has been used in limited situations in the past, such as during the transition from MOBILE5 to MOBILE6. In such cases, the MOVES2010-based budgets would be used for conformity purposes once they have been found adequate, if requested by the State in its SIP submission and specified in EPA's SIP approval. States should consult with their EPA Regional Office to determine if this flexibility applies to their situation.

[3] In this example, such an area would use MOVES2010 to develop a regional emissions analysis for comparison to the revised MOVES2010-based budgets (*e.g.*, PM_{10} and NOx budgets). The regional emissions analysis for ozone could be based on MOBILE6.2 for the VOC and NOx budgets in the ozone SIP for the remainder of the conformity grace period.

C. Use of MOVES2010 During the Grace Period

During the conformity grace period, areas should use the interagency consultation process to examine how MOVES2010 will impact their future transportation plan and TIP conformity determinations and any regional emissions analyses. Areas should carefully consider whether the SIP and budgets should be revised with MOVES2010 or if transportation plans and TIPs should be revised before the end of the conformity grace period, since doing so may be necessary to ensure conformity in the future.

Regional emissions analyses that are started during the grace period can use either MOBILE6.2 or MOVES2010. When the grace period ends on March 2, 2012, MOVES2010 will become the only approved motor vehicle emissions model for regional emissions analyses for transportation conformity in States other than California. In general, this means that all new transportation plan and TIP conformity determinations started after the end of the grace period must be based on MOVES2010, even if the SIP is based on MOBILE6.2.

Finally, the conformity rule provides some flexibility for regional emissions analyses that are started before the end of the grace period. Analyses that begin before or during the grace period may continue to rely on MOBILE6.2. The interagency consultation process should be used if it is unclear if a MOBILE6.2-based analysis was begun before the end of the grace period. If you have questions about which model should be used in your conformity determination, you can also consult with your EPA Regional Office.

IV. Future Notice Approving MOVES2010 for Project-level Conformity Hot-spot Analyses

Today's notice does not approve MOVES2010 for use in transportation conformity hot-spot analyses in $PM_{2.5}$, PM_{10}, and CO nonattainment and

maintenance areas.[4] EPA will approve MOVES2010 for these purposes, and establish a separate two-year conformity grace period, in a subsequent Federal Register notice. Details on how EPA intends to implement MOVES2010 for quantitative CO, $PM_{2.5}$, and PM_{10} hot-spot analyses can be found in "Policy Guidance on the Use of MOVES2010 for State Implementation Plan Development, Transportation Conformity, and Other Purposes" (EPA–420–B–09–042, December 2009).

Dated: February 24, 2010.

Margo Tsirigotis Oge,

Director, Office of Transportation and Air Quality.

[FR Doc. 2010–4312 Filed 3–1–10; 8:45 am]

BILLING CODE 6560–50–P

EXPORT-IMPORT BANK OF THE UNITED STATES

Notice of Open Meeting of the Advisory Committee of the Export-Import Bank of the United States (Ex-Im Bank)

SUMMARY: The Advisory Committee was established by Public Law 98–181, November 30, 1983, to advise the Export-Import Bank on its programs and to provide comments for inclusion in the reports of the Export-Import Bank of the United States to Congress.

TIME AND PLACE: Friday, March 12, 2010 beginning at 2:30 p.m. The meeting will be held in the Palladian Room at the Onmi Shoreham Hotel, 2500 Calvert Street, NW., Washington, DC 20008.

Agenda: Agenda items include a briefing on the status of the 2010 Advisory Committee's Subcommittees and the challenges for 2010.

Public Participation: The meeting will be open to public participation, and the last 10 minutes will be set aside for oral questions or comments. Members of the public may also file written statement(s) before or after the meeting. If any person wishes auxiliary aids (such as a sign language interpreter) or other special accommodations, please contact, prior to March 3, 2010, Susan Houser, Room 1273, 811 Vermont Avenue, NW., Washington, DC 20571, *Voice:* (202) 565–3232 or TDD (202) 565–3377.

FOR FURTHER INFORMATION CONTACT: For further information, contact Susan Houser, Room 1273, 811 Vermont Ave., NW., Washington, DC 20571, (202) 565–3232.

Jonathan Cordone,

Senior Vice President and General Counsel.

[FR Doc. 2010–4208 Filed 3–1–10; 8:45 am]

BILLING CODE 6690–01–M

FARM CREDIT ADMINISTRATION

Farm Credit Administration Board; Sunshine Act; Regular Meeting

AGENCY: Farm Credit Administration.

SUMMARY: Notice is hereby given, pursuant to the Government in the Sunshine Act (5 U.S.C. 552b(e)(3)), of the regular meeting of the Farm Credit Administration Board (Board).

DATE AND TIME: The regular meeting of the Board will be held at the offices of the Farm Credit Administration in McLean, Virginia, on March 11, 2010, from 9 a.m. until such time as the Board concludes its business.

FOR FURTHER INFORMATION CONTACT: Roland E. Smith, Secretary to the Farm Credit Administration Board, (703) 883–4009, TTY (703) 883–4056.

ADDRESSES: Farm Credit Administration, 1501 Farm Credit Drive, McLean, Virginia 22102–5090.

SUPPLEMENTARY INFORMATION: This meeting of the Board will be open to the public (limited space available). In order to increase the accessibility to Board meetings, persons requiring assistance should make arrangements in advance. The matters to be considered at the meeting are:

Open Session

A. Approval of Minutes

- February 24, 2010

B. New Business

- Director Elections—Final Rule

C. Reports

- Office of Management Services Quarterly Report

Dated: February 25, 2010.

Roland E. Smith,

Secretary, Farm Credit Administration Board.

[FR Doc. 2010–4348 Filed 2–26–10; 11:15 am]

BILLING CODE 6705–01–P

FEDERAL RESERVE SYSTEM

Change in Bank Control Notices; Acquisition of Shares of Bank or Bank Holding Companies

The notificants listed below have applied under the Change in Bank Control Act (12 U.S.C. 1817(j)) and § 225.41 of the Board's Regulation Y (12 CFR 225.41) to acquire a bank or bank holding company. The factors that are considered in acting on the notices are set forth in paragraph 7 of the Act (12 U.S.C. 1817(j)(7)).

The notices are available for immediate inspection at the Federal Reserve Bank indicated. The notices also will be available for inspection at the office of the Board of Governors. Interested persons may express their views in writing to the Reserve Bank indicated for that notice or to the offices of the Board of Governors. Comments must be received not later than March 17, 2010.

A. Federal Reserve Bank of Atlanta (Steve Foley, Vice President) 1000 Peachtree Street, N.E., Atlanta, Georgia 30309:

1. Anthony Jennings Roy, III, Marksville, Louisiana; to retain voting shares of Mansura Bancshares, Inc., Mansura, Louisiana, and thereby indirectly retain voting shares of The Cottonport Bank, Cottonport, Louisiana.

Board of Governors of the Federal Reserve System, February 25, 2010.

Robert deV. Frierson,

Deputy Secretary of the Board.

[FR Doc. 2010–4225 Filed 3–1–10; 8:45 am]

BILLING CODE 6210–01–S

FEDERAL RESERVE SYSTEM

Formations of, Acquisitions by, and Mergers of Bank Holding Companies

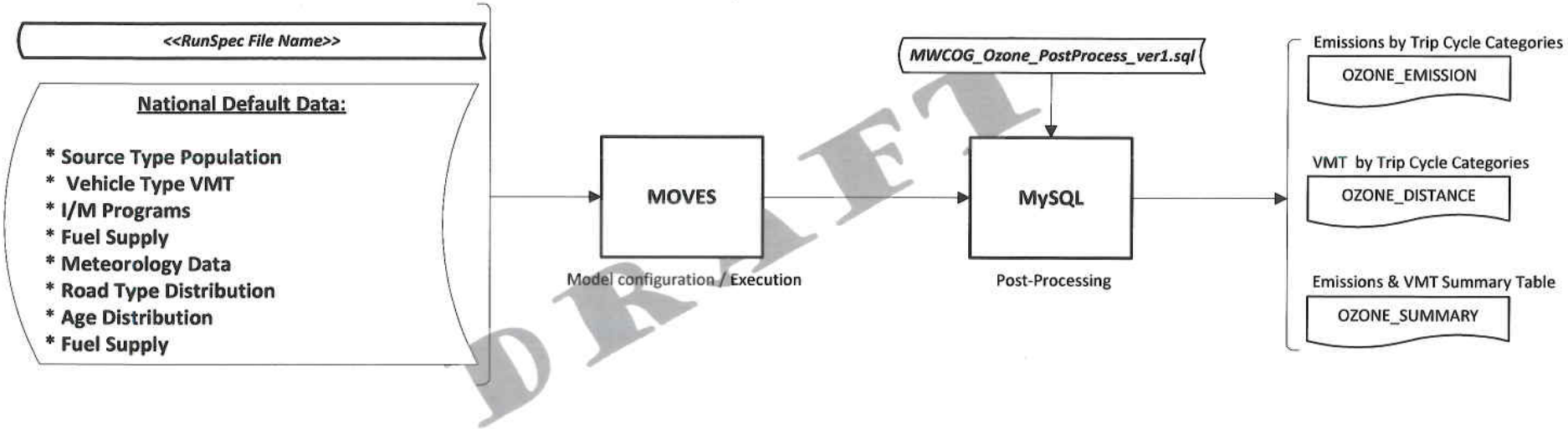
The companies listed in this notice have applied to the Board for approval, pursuant to the Bank Holding Company Act of 1956 (12 U.S.C. 1841 *et seq.*) (BHC Act), Regulation Y (12 CFR Part 225), and all other applicable statutes and regulations to become a bank holding company and/or to acquire the assets or the ownership of, control of, or the power to vote shares of a bank or bank holding company and all of the banks and nonbanking companies owned by the bank holding company, including the companies listed below.

The applications listed below, as well as other related filings required by the Board, are available for immediate inspection at the Federal Reserve Bank indicated. The applications also will be available for inspection at the offices of

[4] In CO nonattainment and maintenance areas, a hot-spot analysis is required for all non-exempt projects, with quantitative hot-spot analyses being required for larger, congested intersections and other projects (40 CFR 93.123(a)(1)). In addition, the conformity rule requires that a quantitative PM_{10} or $PM_{2.5}$ hot-spot analysis be completed for certain projects of local air quality concern once EPA releases modeling guidance and announces in the Federal Register that the PM_{10} and $PM_{2.5}$ quantitative hot-spot analysis requirements are in effect (40 CFR 93.123(b)). In coordination with DOT, EPA is currently preparing guidance on how to conduct quantitative $PM_{2.5}$ and PM_{10} hot-spot modeling to implement this requirement.

MOVES Model: MOVES2010 (MOVES20091221)				
Organization: Metropolitan Washington Council of Governments		**Creator:**		
Date: March 15, 2010	**Time:** 12:52 PM	**Page:** 1	OF 1	**PAGES**
MOVES2010_ModelExecution_Form_Eulalie.vsd				

2005 Ozone Day Running Emissions for DC with National Default Inputs



Output Summary

VOC (tons)	Start	
	Running	
	Veh-Related	
	Total	
NOx (tons)	Start	
	Running	
	Veh-Related	
	Total	
Total VMT		

MOVES Model: MOVES2010 (MOVES20091221)				
Organization: Metropolitan Washington Council of Governments		**Creator:**		
Date: March 15, 2010	**Time:** 12:47 PM	**Page:** 2	OF 6	**PAGES**
MOVES2010_ModelExecution_Form.vsd				

2005 Annual Running Emissions for DC with National Default and local Inputs

<<RunSpec File Name>>

Source Type Population
* Data File: 2005_vehpop_dc.xls
* Data Creation Date: 3/8/2010

Vehicle Type VMT
* Data File: 2005_dc_annual_vmt.xls
* Data Creation Date: 3/8/2010

I/M Programs
* Data File: dc_2005_def_improgram.xls
* Data Creation Date: 3/8/2010

Fuel Formulation
* Data File: dc_2005_def_fuel formulation.xls
* Data Creation Date: 3/8/2010

Meteorology Data
* Data File: dc_2005_def_annual_metdata.xls
* Data Creation Date: 3/9/2010

Road Type Distribution
* Data File: 2005_dc_roadtypedistribution.xls
* Data Creation Date: 3/8/2010

Age Distribution
* Data File: 2005_dc_agedistribution.xls
* Data Creation Date: 3/8/2010

Average Speed Distribution
* Data File: dc_2005_def_speeddistribution.xls
* Data Creation Date: 3/9/2010

Fuel Supply
* Data File: dc_2005_def_annual_fuelsupply.xls
* Data Creation Date: 3/9/2010

Input Tables are located under ***<<Directory of Location>>***

Local Inputs
* ***<<List local inputs used in this scenario>>***

MWCOG_Annual_PostProcess_ver1.sql

MOVES
Model configuration / Execution

MySQL
Post-Processing

Emissions by Trip Cycle Categories
ANNUAL_EMISSION

VMT by Trip Cycle Categories
ANNUAL_DISTANCE

Emissions & VMT Summary Table
ANNUAL_SUMMARY

Monthly summary Table
ANNUAL_SUMMARY_MONTH

Output Summary

CO_2 (tons)	2253521
NOx (tons)	9428
PM2.5 (tons)	312
Total VMT	3667693312