Daivamani Sivasailam

From: David Brzezinski [mobile@epamail.epa.gov]
Sent: Wednesday, April 07, 2010 8:00 AM
To: Daivamani Sivasailam
Subject: [epa-mobilenews] EPA revises MOVES Technical Guidance

EPA revises MOVES Technical Guidance

US EPA Office of Transportation and Air Quality April 7, 2010

The EPA has posted a revised version of "Technical Guidance on the Use of MOVES2010 for Emission Inventory Preparation in State Implementation Plans and Transportation Conformity", EPA Document Number, EPA-420-B-10-023. This revised version of the MOVES Technical Guidance is dated April 2010 and replaces the previous version date December 2009 EPA Document Number EPA-420-B-09-042). A link to the revised version of the MOVES Technical Guidance is posted on the MOVES web page at:

http://www.epa.gov/otaq/models/moves/index.htm

The actual document is at:

http://www.epa.gov/otaq/models/moves/420b10023.pdf

The new Technical Guidance contains revisions in four places - Section 3.3.1, Section 3.5.1, Section 3.10, and the Appendix.

The first two changes (Sections 3.3.1 and 3.5.1) correct a mistake in the earlier version. The previous version of the guidance indicated that users who are only interested in emissions rates calculations could enter any placeholder source type population and VMT data, since these values would not be used to directly calculate emission rates. However , MOVES2010 does use the relationship between source type population and VMT to determine the relative amount of time that vehicles spend parked vs. running, so the source type population and VMT entered do affect emission rate calculations. The new version of the guidance corrects Section 3.3.1 and Section 3.5.1 to indicate that users need to enter accurate source type population and VMT data even if they are using the Emission Rates option in MOVES.

The other changes (Section 3.10 and in the Appendix) provide a method for making an adjustment to the Compliance Factor in I/M programs to reflect a difference between the way MOVES handles vehicle types and the way states typically divide up the vehicle fleet by regulatory class for I/M program coverage. In the original guidance document we briefly described a method for making this adjustment and indicated that EPA would follow-up with a spreadsheet tool to do the calculation. However, after further review, we concluded that the calculations could be done very simply with a table of adjustment factors and a description of how to use them. We have added an additional table with those adjustment factors to the Appendix (Table A.3) and modified Section 3.10.6 to included a detailed description of how to use that table to calculate a regulatory class adjustment and to apply that adjustment to the calculation to the Compliance Factor in an I/M program.

If you have any questions about this e-mail or about EPA's mobile source modeling, please contact us at mobile@epa.gov

Thanks,

The MOVES Team