MOBILE6.2 Training

Problem: Growing Demand on Estimating Mobile Source Emissions.
In response to the 1990 Clean Air Act Amendments (CAAA), areas designated as being in violation of the National Ambient Air Quality Standards (NAAQS) are required to provide State Implementation Plans (SIPs) to improve air quality. One SIP activity of critical interest to transportation agencies is the determination of emission reduction targets for transportation conformity. Transportation conformity refers to the elimination or reduction of the severity and number of violations of the NAAQS. Transportation conformity also means that activities will not cause or contribute to a new violation of any standards, increase the frequency or severity of an existing violation, or delay timely attainment of any standards or interim milestones. The conformity provisions focus a spotlight on Transportation/MOBILE model's credibility in estimating medium to long-term plan and program impacts.

In addition to SIP modeling requirements on non-attainment areas, recent Notice of Proposed Rule Making (NPRM) released on October 23, 2003 amended the Transportation Conformity Rule to include criteria and procedures for the new 8-hour Ozone (O3) and fine Particulate Matter (PM2.5) NAAQS. This will result in a tremendous expansion in the number of air agencies required to be trained in mobile source emissions modeling capabilities.

To help meet the training needs created by new mobile source emissions inventory analysis requirements, the Air Quality Technical Service Team (TST) of the FHWA Resource Center expanded its capability to train the air quality staffs of local MPOs, officials of state Departments of Transportation (DOT) and Departments of Environment Quality (DEQ).

Putting it in Perspective:

- 364 counties were classified as O3 non-attainment for 1-hour standard.
- More than 500 counties nationwide likely will fail to meet the new 8-hour standard for O3.
- 110 counties were classified as PM10 non-attainment.
- With the new PM2.5 standard, approximately 339 counties would be classified as PM2.5 non-attainment.

Solution: Providing Workshops and Advanced MOBILE6.2 Seminars.
What is MOBILE6.2?
Under requirements of the CAAA of 1990, EPA should review and, if necessary, revise the methods ("emission factors") used for purposes of this Act to estimate the quantity of emissions of CO, VOC, and NOx, from mobile sources. To achieve this mandate, EPA has developed a series of MOBILE models and updated them from time to time. Version MOBILE6.0 was released on January 27, 2002 and, with the exception of California, is required to be used (since January 27, 2004) in transportation conformity analyses throughout US. In MOBILE6.2, analysis capabilities of PM10, PM2.5, and air toxics were added.

What are the impacts of MOBILE6.2 training?
During Fiscal Year 2003 alone, more than 15 MOBILE6 related workshops (MOBILE6 Workshop) and technical seminars (Advanced MOBILE6 Seminar, MOBILE6 and Travel Data Integration, and MOBILE6 and Start Emissions, etc.) were provided to air quality staffs of state DOTs, DEQs, MPOs, and consultants whose responsibilities include estimating mobile source emissions.

Successful Applications:
Through these training programs, more than 400 air quality professionals throughout the US improved their capabilities to perform mobile source emissions analysis.

Additional Resources
To learn more, visit
http://www.fhwa.dot.gov/resourcecenter/index.htm

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