

IMPLICATIONS OF BEING DESIGNATED NONATTAINMENT

WTS San Antonio/SWITE Professional Development Seminar

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**North Central Texas
Council of Governments**

CLEAN AIR ACT

Clean Air Act (CAA) last amended in 1990

Requires Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for six criteria pollutants:

Carbon Monoxide (CO)

Lead (Pb)

Nitrogen Oxides (NO_x)

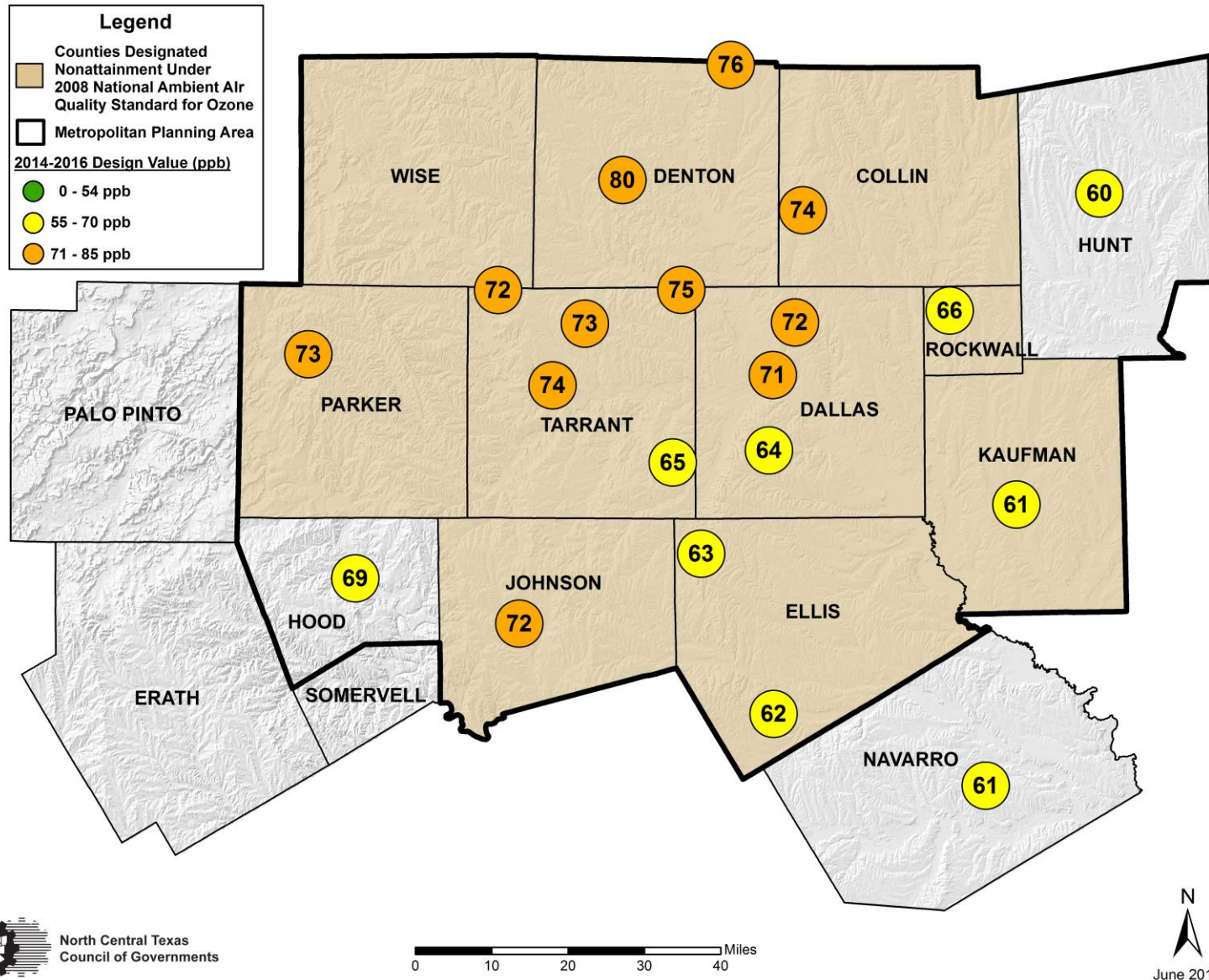
Ozone (O₃)

Particulate Matter (PM)

Sulfur Dioxide (SO₂)

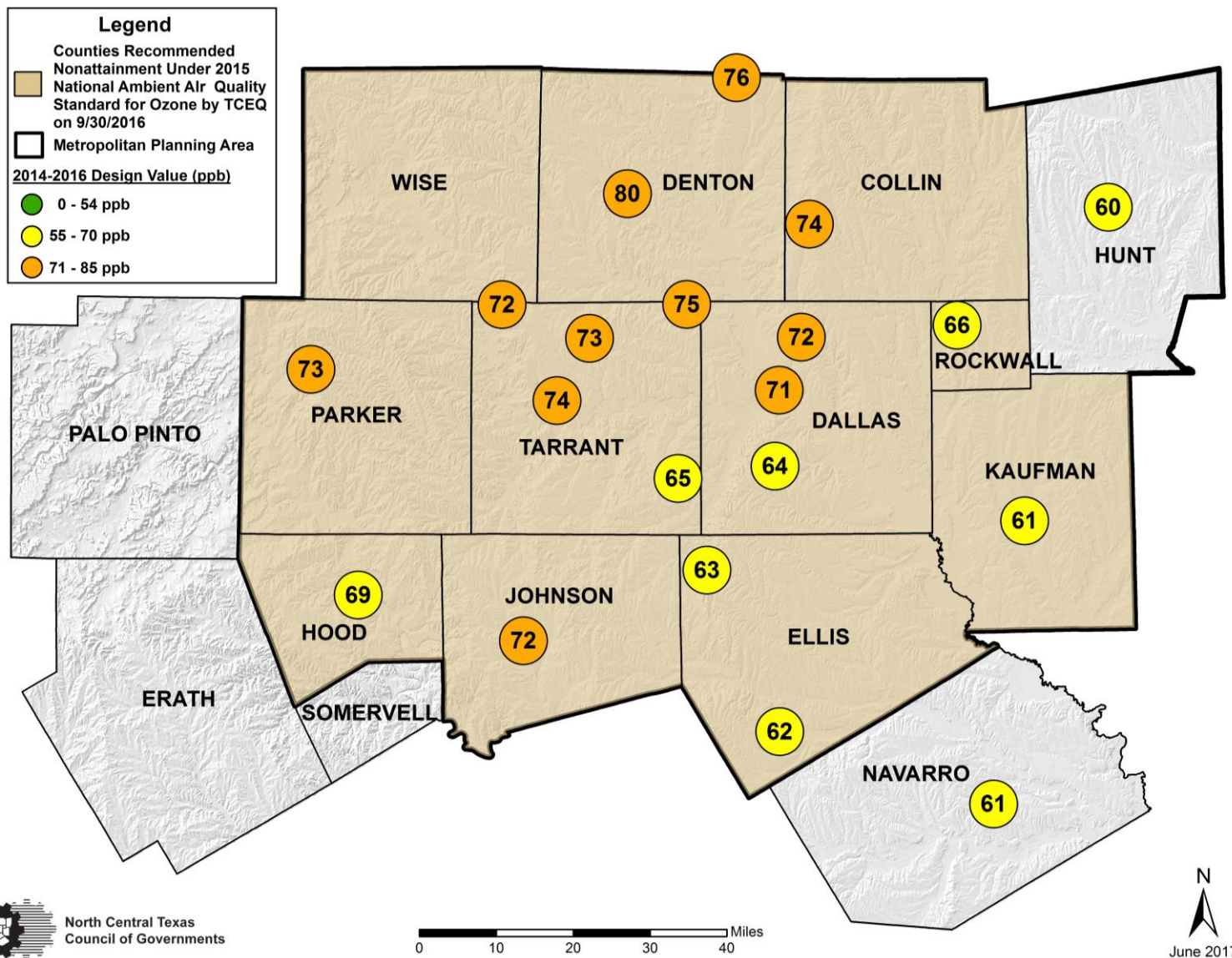
EPA must complete a review of NAAQS every five years

DFW EIGHT-HOUR OZONE NONATTAINMENT REGION



Colors represent Air Quality Index breakpoints based on the 2015 National Ambient Air Quality Standards (NAAQS) for ozone. According to the US EPA NAAQS, attainment is reached when, at each monitor, the three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration is less than or equal to 70 parts per billion (ppb)

PROPOSED NONATTAINMENT COUNTIES



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NONATTAINMENT DESIGNATION REQUIREMENTS

Impacts on Transportation

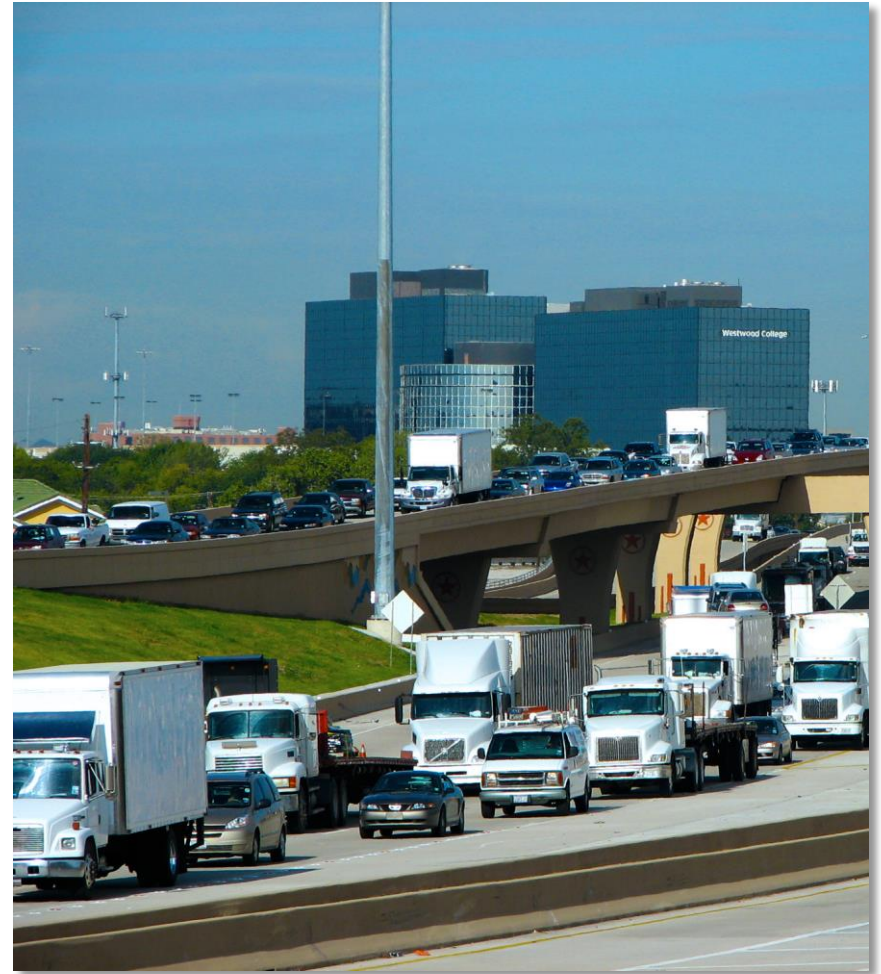
Transportation Conformity

On-road mobile inventories for Reasonable Further Progress and Attainment Demonstration State Implementation Plans (SIP)

Air Quality programs to reduce on-road mobile emissions contributing to ozone formation

Vehicle Inspection and Maintenance (I/M) Program

Congestion Mitigation and Air Quality Improvement (CMAQ) Program



NONATTAINMENT DESIGNATION REQUIREMENTS

Other Impacts

New Source Review (NSR) Permit Program

Nonattainment NSR Permits – required for new major sources or major sources making a major modification; and

Depending on the classification of the nonattainment area, these point sources will be required to comply with emissions off-sets for NO_x and Volatile Organic Compounds (VOC) emissions.

Economic Development – Indirect Impacts

Installation of pollution control equipment, limit production, or otherwise find reductions in emissions by “offsetting” in order to expand; and

Companies are less likely to locate to a nonattainment area; and

Cost to operate is increased because of requirement to install pollution controls or enforce stringent operational limits.

TRANSPORTATION CONFORMITY

Purpose

Demonstrate air pollutant emissions from metropolitan transportation plans (MTP), transportation improvement programs (TIP) and projects are consistent with (“conform to”) the State’s air quality goals in the SIP.

Responsible Agencies

Metropolitan Planning Organization’s Policy Board adopts Transportation Conformity documentation

Federal Transit Agency and Federal Highway Administration provides conformity determination

Conformity Triggers

Must be performed every four years

Approval or adequacy finding of SIP Motor Vehicle Emissions Budgets (MVEB)

Nonattainment designation or reclassification

Development of amendment or update to MTP

Development of update to TIP



TRANSPORTATION CONFORMITY

Development

Formal Interagency Consultation Process Required

Consultation Partners: EPA, FHWA, FTA, TxDOT and TCEQ

Schedule/Timeframe

Prior to Transportation Plan or TIP Approval

Applicable through life of Transportation Plan

Requirements

Conforms to purpose and specifics of SIP

Consistency with emission budgets established in SIP

Timely implementation of transportation control measures

Implications

Transportation Plan and TIP must be consistent with SIP budgets

If Conformity is not demonstrated:

1. Transportation Plan may need to be modified
2. Additional emission controls may need to be added to SIP
3. Only previously conforming transportation projects may proceed



STATE IMPLEMENTATION PLAN

What is a State Implementation Plan (SIP)?

State air quality plan for meeting the NAAQS prepared by a State or local air quality agency and submitted to EPA for approval.

Designed to achieve better air quality by attaining, making progress toward attaining, or maintaining the NAAQS.

Includes:

- Air Quality Monitoring (TCEQ)

- Air Quality Modeling (TCEQ)

- Emission Inventories (MPO for transportation-related emissions)

- Emission Control Strategies (TCEQ, MPO, Local Agencies)

State and local air quality agencies implement air pollution control strategies to gradually reduce ozone pollution.

STATE IMPLEMENTATION PLAN

Motor Vehicle Emissions Budgets (MVEB)

Portion of the total allowable emissions established in the SIP allocated to on-road mobile sources, such as cars, trucks, and buses.

MVEBs act as a ceiling on emissions from the on-road transportation sector.

Approved MVEBs through Adequacy Finding

For transportation conformity, projected emissions from transportation sector must be less than or equal to the MVEBs.

STATE IMPLEMENTATION PLAN

Transportation Control Measures (TCMs)

Specific projects or programs designed to reduce emissions from transportation sources included in the SIP.

Weight of Evidence (WOE)

Complement existing regulatory programs through voluntary changes in transportation choices and activities.

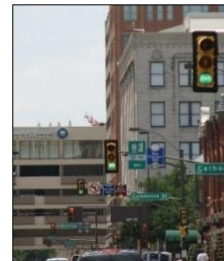
Transportation Emission Reduction Measures (TERMs)

Transportation projects and related activities that are designed to achieve on-road mobile source emission reductions, but are not included as control measures in the SIP.

LOCAL AIR QUALITY CONTROL STRATEGIES



Rideshare. Record. Reward.



VEHICLE I/M PROGRAM

1990 Amendments to the CAA made I/M Programs mandatory for any ozone nonattainment county in any Metropolitan Statistical Area, with a population of 100,000 or more¹

Helps improve air quality by identifying cars and truck with high emissions

Texas I/M Program

Annual emissions inspection for gasoline-powered vehicles 2–24 years old

Vehicles must be inspected through Department of Public Safety–certified inspection stations

1996 and newer vehicles receive an On-Board Diagnostic Test

1995 and older receive Two-speed Idle or Acceleration Simulation Mode Test



Inspection & Registration – Together At Last!

CMAQ PROGRAM

Established in 1991 to provide a funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.

Eligible activities include, but are not limited to:

Efforts to provide signal systematization

Construct HOV lanes

Streamline intersections

Add turning lanes

Improve transportation systems management and operations that mitigate congestion and improve air quality

Implement Intelligent Transportation Systems (ITS) and other projects that improve incident and emergency response or improve mobility

Transit investments

Non-recreational bicycle transportation and pedestrian improvements that provide a reduction in single-occupant vehicle travel

Vehicle Inspection and Maintenance Programs

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