

**Appendix 9c-I**

**Regional Reduction Strategy**



TEXAS NATURAL RESOURCE CONSERVATION COMMISSION

# NEWS RELEASE

FOR IMMEDIATE RELEASE  
TUESDAY, JANUARY 27, 1998

CONTACT: PATRICK CRIMMINS  
512/239-5000 (Pager 512/606-3026)

## TNRCC ANNOUNCES NEW TEXAS CLEAN AIR STRATEGY

The Texas Natural Resource Conservation Commission (TNRCC) on Tuesday announced a new set of options which will be considered to control ground-level ozone pollution.

TNRCC Chairman Barry McBee, who made the announcement Tuesday in Arlington and Houston, said the options will be used to design a new air pollution control strategy for the Houston-Galveston, Dallas-Fort Worth and Beaumont-Port Arthur metropolitan areas. Those areas, along with El Paso, currently violate the federal ozone standard. The strategy also is designed to help keep marginal areas, such as Austin, San Antonio, Corpus Christi, and Longview-Tyler-Marshall, in compliance with the federal ozone standard.

"Long-term trends have shown dramatic improvements with respect to ozone levels in Texas," McBee said. "But despite our best efforts, and doing all Texas has been required to do under the Clean Air Act, we aren't making progress to improve air quality fast enough. Consequently, we must come up with a more aggressive plan for cleaner air."

The strategy recognizes new science which shows that regional approaches may better control air pollution. Because of that, the TNRCC will consider expansion of controls already in place in those three areas now in violation of the federal Clean Air Act. Controls for the first time could extend beyond those areas and could affect every metropolitan area in the central and eastern part of the state. El Paso, because of its proximity to Juarez, Mexico, has a customized air pollution plan.

The strategy could include some or all of these elements, McBee said:

\* New regional controls on larger businesses and major industrial sources of air pollution in all of central and east Texas.

\* Widespread use of cleaner-burning gasoline. The TNRCC may propose its use by all motorists in central and east Texas.

**-MORE-**

\* Expansion of controls which trap ozone-producing vapors when gasoline is delivered to retailers by tanker trucks. These controls also may be proposed for portions of central and east Texas.

McBee said as part of the new strategy the State of Texas has recommended for the first time to major automakers that a National Low Emission Vehicle (NLEV) be designed which would bring cleaner-burning passenger cars and light trucks to Texas by the model year 2001.

"Texas supports the NLEV program," McBee said. "We believe that the automakers will notice the interest of a state with as many car and truck buyers as we have. We are also pleased to see the automakers begin to propose controlling emissions from sport utility vehicles and larger trucks, some of which currently are not covered by the NLEV program and which make up a rapidly-growing segment of Texas' vehicle pollution."

The strategy is designed to complement another clean air plan now under design by the TNRCC. That plan, the Clean Air Responsibility Enterprise (CARE), will attract older facilities which have been exempt from state permit requirements since 1971.

"The CARE program will provide incentives to those companies who volunteer to come in early to help us achieve our clean air goals," said TNRCC Commissioner Ralph Marquez, who is spearheading the CARE effort. "Already 10 companies have committed to participate in the CARE effort and reduce emissions by at least 10,000 tons a year."

McBee said the vehicle emissions testing program in Harris, Dallas and Tarrant counties will remain in place.

"It is an important part of our overall strategy and it will be continued," he said. "We also believe very strongly that its expansion beyond what the state has already required is something that is up to the local governments here, and not the State of Texas, to decide."

As the TNRCC continues to work on this new air strategy, the agency will publicize the options in detail and will actively seek public input.

"We want to work with these regions to develop together sound regional plans," McBee said. "We believe what we are considering is a holistic approach to solving this problem. Science tells us that air pollution has multiple causes and it respects no boundaries. In this case what Texans will devise for Texans will be an aggressive, balanced common-sense approach."

# FACT SHEET

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## New Texas Clean Air Strategy

**CLEANER BUSINESS AND INDUSTRY:** New Nitrogen Oxides (NOx) controls will focus on stationary sources, typically industrial-type facilities and power plants - based on scientific studies, the controls may be required not only in nonattainment areas, but could extend about 125 miles from an ozone nonattainment area.

We will also consider extending current controls on Volatile Organic Compounds (VOCs) now in place in the ozone nonattainment areas farther out. Studies also have shown that VOC sources as far as about 60 miles away can contribute to ozone formation.

**CLEANER GASOLINE:** Another option is the more widespread use of cleaner-burning gasoline, such as Reformulated Gasoline ("RFG"). We are looking at virtually all of the eastern half of Texas - all of the metropolitan areas in the state along and east of Interstate 35 to San Antonio, and south of San Antonio along and east of Interstate 37 to Corpus Christi.

**CLEANER GASOLINE STATIONS:** Another strategy that we are considering is expansion of gasoline vapor recovery controls, known as Stage I, within the 60-mile zone outside of the Houston-Galveston, Beaumont-Port Arthur and Dallas-Fort Worth metropolitan areas. This involves new equipment at gasoline service stations and on gasoline tanker trucks. This equipment prevents gasoline vapors from escaping into the atmosphere when a tanker truck delivers a load of gasoline.

**CLEANER NEW VEHICLES:** This month a major new clean vehicle initiative, the National Low Emission Vehicle, or "NLEV" program, is being negotiated between major automakers and states in the northeastern United States. The NLEV program would bring cleaner passenger cars and light trucks to Texas by model year 2001. Texas supports the NLEV program; we believe the automakers will notice the interest of a state with as many car and truck buyers as we have. Texas also would like to see automakers address emissions from sport utility vehicles, some of which currently are not covered by the NLEV program. A letter from Chairman McBee to the major players in the debate, making these points, will be sent this week.

**CLEANER OLDER INDUSTRIAL FACILITIES:** The TNRCC has an aggressive and impressive effort under way spearheaded by Commissioner Ralph Marquez - known as the Clean Air Responsibility Enterprise, or "CARE" - to draw older industrial facilities, commonly known as "grandfathered" facilities, into the agency's full permitting program. That program is still in development. This announcement in no way alters the CARE effort. Those facilities which want to take advantage of the CARE program will still be able to do so.

Note: There is no recommendation to expand I/M. This is a local issue and will be up to the region to ask for.

COPY

Barry R. McBee, *Chairman*  
R. B. "Ralph" Marquez, *Commissioner*  
John M. Baker, *Commissioner*  
Dan Pearson, *Executive Director*



## TEXAS NATURAL RESOURCE CONSERVATION COMMISSION

*Protecting Texas by Reducing and Preventing Pollution*

January 26, 1998

Mr. Sidney J. Holbrook, Commissioner  
Connecticut Department of Environmental Protection  
79 Elm Street  
Hartford, CT 06106

Dear Mr. Holbrook:

The State of Texas has watched the national low emission vehicle (NLEV) debates with much interest. We believe that the availability of cleaner cars in Texas is crucial to the continued improvement of air quality in our state. Therefore, Texas supports the adoption of the NLEV program by the Northeast States and by the auto manufacturers with the understanding that NLEV will become the national vehicle standard.

We also applaud the auto manufacturers' recently announced efforts to reduce emissions from sport utility vehicles (SUVs) and light-duty trucks and we encourage EPA and the manufacturers to work together to reduce emissions from these vehicles.

If you have any questions please call Ms. Beverly Hartsock, Deputy Director, Policy and Regulatory Development, at (512) 239-5818.

Sincerely,

A handwritten signature in black ink, appearing to read "Barry R. McBee".

Barry R. McBee  
Chairman

BM/CM/mmm

cc: The Honorable George W. Bush, Jr., Governor of Texas

NAME LIST

(A copy of the attached letter was sent to all the people on this list.)

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Maryland Department of the Environment  
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cc: The Honorable George W. Bush, Jr., Governor of Texas

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cc: The Honorable George W. Bush, Jr., Governor of Texas

January 27, 1998  
TNRCC Chairman Barry McBee  
Dallas-Fort Worth Air Quality Announcement

Good Morning, and thank you all for coming

I'm glad to be here today to talk about a very important subject for all of us - the quality of the air we breathe in the Dallas/Fort Worth area. Long-term trends have shown dramatic improvements in air quality here, particularly with respect to ozone levels. But as you all know, despite our best efforts, and doing all Texas has been required to do under the Clean Air Act, there are also still serious problems.

We expect that in the very near future the Dallas-Fort Worth area will be bumped-up by the federal Environmental Protection Agency from a "moderate" nonattainment area to a "serious" nonattainment area. We aren't making progress to improve air quality fast enough and consequently we must come up with a more aggressive plan for cleaner air.

After careful and thorough review, our best air quality experts tell us we should consider a new, wider range of options to attack the air pollution problem on several fronts. The specific details of the new strategy will be worked out over time, but we are convinced that with the right combination of these options we are outlining this morning this new strategy can work.

The same general plan, with some modifications, will be announced later today for the Houston-Galveston area.

The new Texas Clean Air strategy includes these elements:

## **CLEANER BUSINESS AND INDUSTRY**

Science tells us we should consider **regional controls** on the two main types of compounds which combine with hot weather to form ground-level ozone. One of these compounds represents a brand new target for controls, nitrogen oxides, commonly known as "NOx." Anti-ozone pollution measures to date in Texas and across the United States have concentrated only on the other precursor, volatile organic compounds, commonly known as "VOCs." These new NOx controls will focus on stationary sources, typically industrial-type facilities and power plants. And the controls may be required not only in nonattainment areas, but could extend about 125 miles from an ozone nonattainment area, here shown in the lighter green. **(REFER TO MAP)** - they would be truly regional controls, and in the case of DFW extend almost to the Louisiana border, almost as far south as Austin and as far west as these counties. Studies have shown that NOx sources this far away can contribute to ozone formation in the Dallas-Fort Worth Metroplex.

We will also consider extending current controls on VOCs now in place in the ozone nonattainment areas farther out. Studies have shown that VOC sources as far as about 60 miles away do contribute to ozone formation. So in the case of DFW we would propose *these first-ever controls on primarily heavy industrial sources in this dark green area outside of Dallas, Tarrant, Denton and Collin counties (REFER TO MAP).*

## **CLEANER GASOLINE**

Another option is the more widespread use of cleaner-burning gasoline. This could be reformulated gasoline or “RFG,” which is currently the only gasoline available in Dallas, Tarrant, Collin and Denton counties, or another fuel blend which is cleaner burning. Science tells us we could make tremendous progress if we could get cleaner-burning gasoline used in virtually all of the eastern half of Texas - all of the metropolitan areas in the state along and east of Interstate 35 to San Antonio, and south of San Antonio along and east of Interstate 37 to Corpus Christi. *(REFER TO RFG MAP)* That would include the brown shaded area of this map and include Sherman-Denison, Waco, Temple, Austin, San Antonio, Corpus Christi, Tyler, Longview, and Beaumont-Port Arthur along with the areas where RFG is already in use.

## **CLEANER GASOLINE STATIONS**

Another strategy that we are considering is expansion of gasoline vapor recovery controls outside of the Dallas-Fort Worth, Houston-Galveston, and Beaumont-Port Arthur metropolitan areas, where they are already in place in a more enhanced version. This involves new equipment at gasoline service stations and on gasoline tanker trucks. This equipment prevents gasoline vapors from escaping into the atmosphere when a tanker truck delivers a load of gasoline. This new equipment would be required in the dark green 60-mile zone. *(AGAIN REFER TO MAP).*

## **CLEANER NEW VEHICLES**

Emissions from cars and trucks are a major contributor to ozone pollution in this state, particularly in areas like Dallas-Fort Worth, Austin and San Antonio. This month a major new clean vehicle initiative, the National Low Emission Vehicle, or "NLEV" program, is being negotiated between major automakers and states in the northeastern United States. The NLEV program would bring cleaner passenger cars and light trucks to Texas by model year 2001. Texas applauds and supports the NLEV program; we believe the automakers will notice the interest of a state with as many car and truck buyers as we have. Texas also applauds the announced commitment of automakers to address emissions from sport utility vehicles, which make up a growing percentage of the state's vehicles and air emissions and we encourage the manufacturers and EPA to continue to address this issue.

## **CLEANER OLDER INDUSTRIAL FACILITIES**

The TNRCC has an aggressive and impressive effort under way spearheaded by my colleague Commissioner Ralph Marquez - known as the Clean Air Responsibility Enterprise, or "CARE" - to draw older industrial facilities, commonly known as "grandfathered" facilities, into the agency's full permitting program. That program is still in development. This announcement in no way alters the CARE effort. Those facilities which want to take advantage of the CARE program - as well as the agency's current flexible permitting program - will still be able to do so. And CARE is already off to a terrific start with 10 companies volunteering to move grandfathered emissions into the permitting program even before the program has been designed.

Some of you may be wondering about the current vehicle emissions testing program in Dallas, Tarrant and Harris counties. It is an important part of our overall strategy, and it will be continued as required by the federal Environmental Protection Agency. We believe very strongly that its expansion beyond what the state has already required is something that is up to local governments here, and not the State of Texas, to decide. There are also other measures, such as transportation controls, which are more appropriately left to local officials.

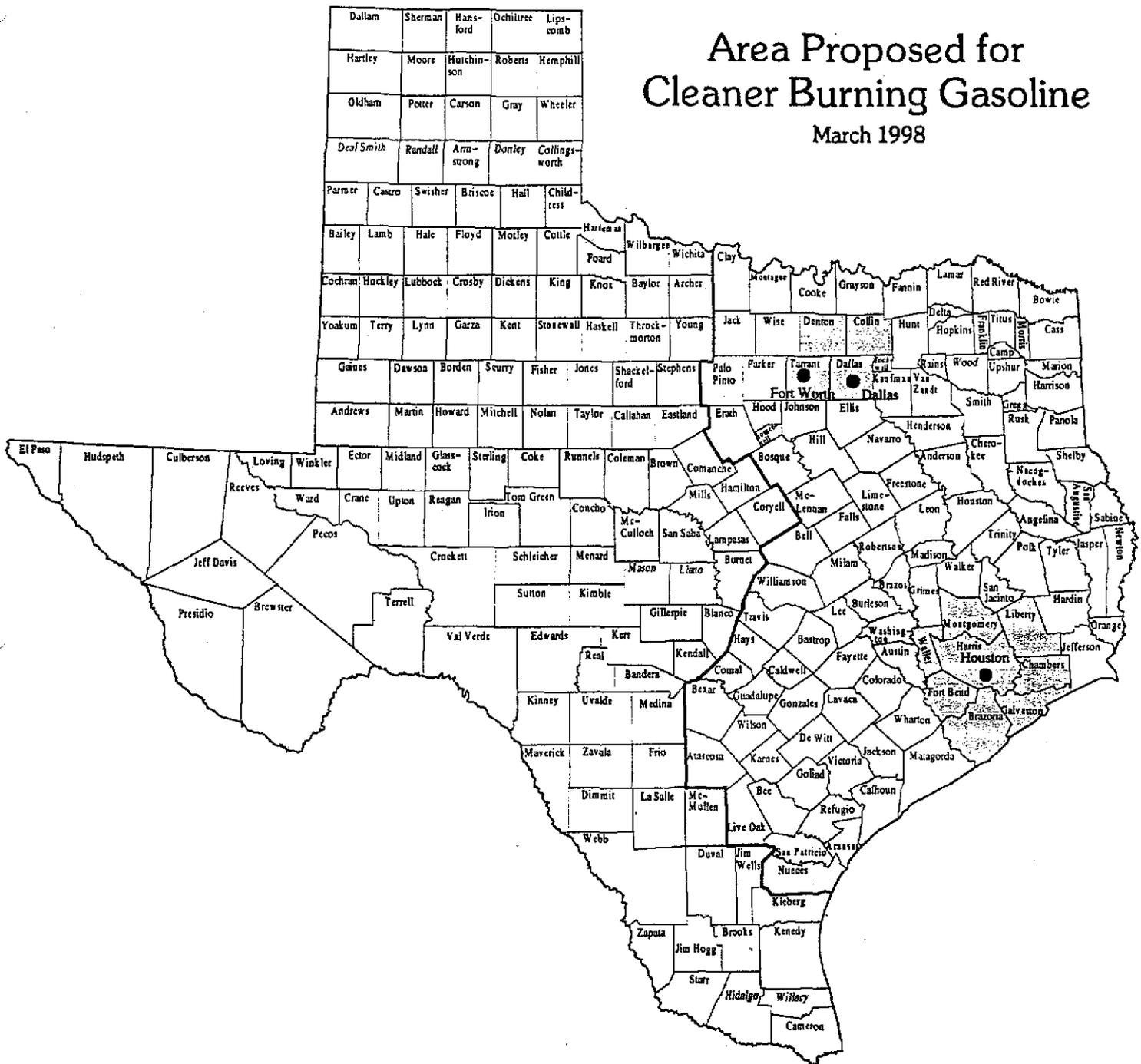
At this point I would like to emphasize that we continue working very hard to address the challenges in El Paso, which has a unique air quality situation because of its close proximity to Juarez, Mexico. In recent years, El Paso has implemented control strategies customized for its particular problems, and monitoring information is very encouraging: monitored levels of ozone, soot, and carbon monoxide have all been decreasing in the last decade.

A word of caution about today's announcement. At this point we do not have the answers to some important questions. For example, we do not know and will not know how much this plan will cost until the details are negotiated. Nor do we fully know the timetable for implementation of this plan. What we do know, however, is that it will make a big difference to the quality of air in our state. Now, we must sit down with all of the key players to come up with efficient, cost-effective controls and a reasonable and effective schedule.

In closing, we believe that what we are considering is a holistic approach to solving this problem. Science tells us air pollution has multiple causes and respects no boundaries. These options we will be considering address those concerns. In this case what Texans will devise for Texans will be an aggressive, balanced and common-sense approach. And we are confident it will work.

# Area Proposed for Cleaner Burning Gasoline

March 1998



**Reformulated Gasoline Status:**  
Source: TNRCC Office of Air Quality

One Inch Equals Approximately 100 Miles/161 Kilometers

 Area Proposed for Cleaner Burning Gasoline

 Extent of Proposed Area

 Reformulated Gasoline Already in Use

**Base Map:**

Source: U.S. Census Bureau, 1990 TIGER Data (1:100,000)



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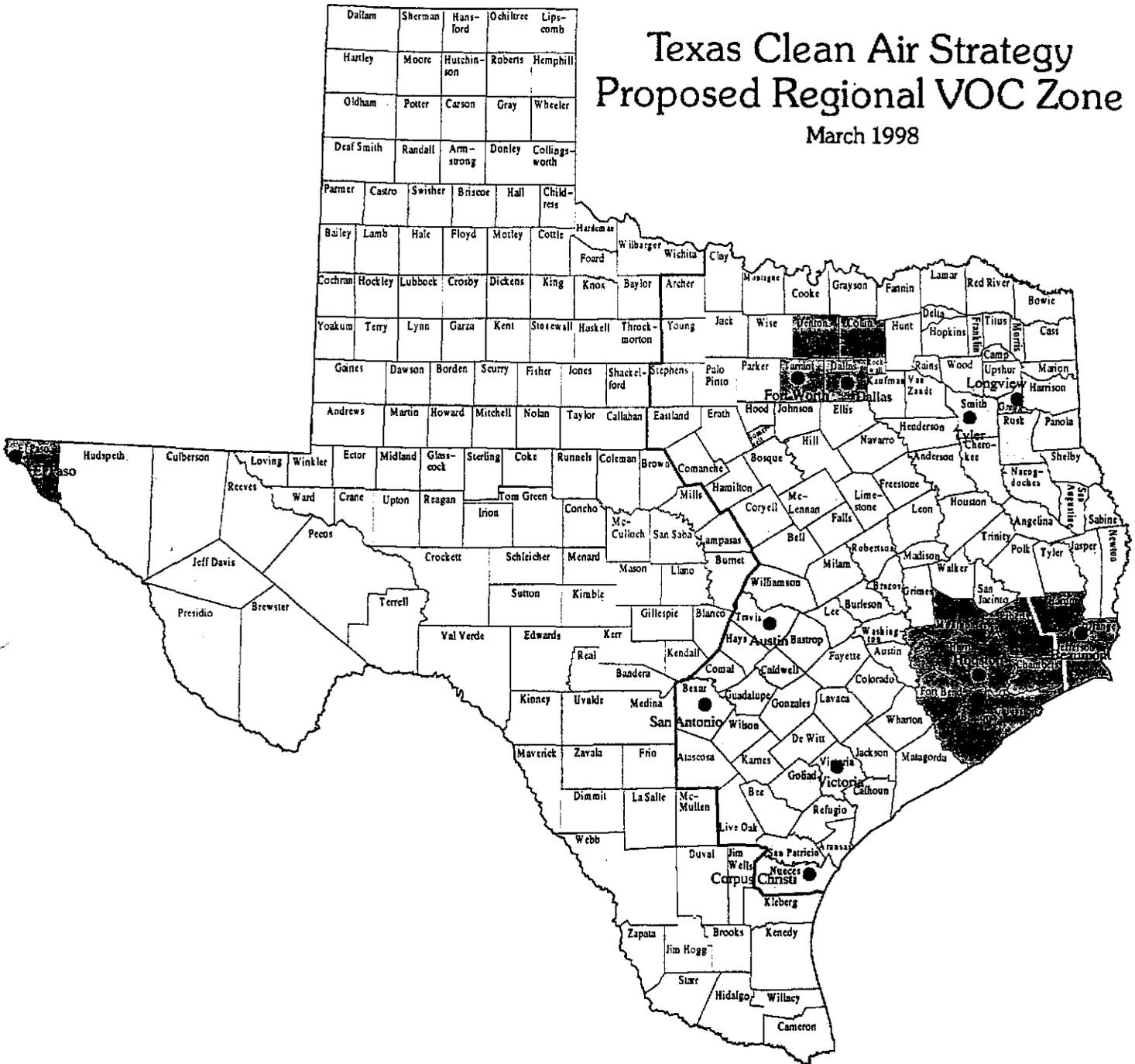
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Jennifer Gaa 980325089



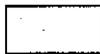
# Texas Clean Air Strategy Proposed Regional VOC Zone

March 1998



Ozone Attainment Status:  
Source: TNRCC Office of Air Quality

One Inch Equals Approximately 100 Miles / 161 Kilometers

-  Near Non-Attainment Area
-  Non-Attainment Area

 Extent of Regional VOC Zone

Base Map:  
Source: U.S. Census Bureau, 1990 TIGER Data (1:100,000)



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