

Appendix N-- Mobile Source VOC and NO_x RACM Analysis for Beaumont/Port Arthur

Source Category	Control Measure Description	Will this advance the 1-hour ozone attainment date?	Will this advance the 8-hour ozone attainment date?	REASON	
				VOC Analysis	NO _x Analysis
Aircraft: Reduce Emissions by Altering Operations (e.g., Taxiing)	Voluntary measures	No	No	5	5
Car Sharing Programs	Voluntary measures	No	No	4	4
Clean Alternative Fuel Usage (Automobiles, Nonroad, Etc)	Voluntary measures	No	No	3	3
Commuter Choice/Utilize Fed Tax Incentives: Parking Cash-Out	Voluntary measures	No	No	3	3
Commuter Choice/Utilize Fed Tax Incentives: Transit Checks	Voluntary measures	No	No	3	3
Commuter Choice/Utilize Fed Tax Incentives: Vanpools	Voluntary measures	No	No	3	3
Heavy-Duty Diesel Vehicles: Fuel Additives To Reduce Emissions	Voluntary measures	No	No	2	3
Heavy-Duty Diesel Vehicles: Intermodal Freight Efficiency	Voluntary measures	No	No	3	3
Heavy-Duty Diesel Vehicles: Reduce Truck Idling	Voluntary measures	No	No	1	1
Heavy-Duty Diesel Vehicles: Require Low Sulfur Diesel Fuel Earlier Than EPA May Require	Voluntary measures	No	No	1	1
Heavy-Duty Diesel Vehicles: Require Use Of Oxydiesel Fuel	Voluntary measures	No	No	3	3
Heavy-Duty Diesel Vehicles: Upgrading/Retrofit Equipment	Voluntary measures	No	No	3	3
Improved Airport Access Options	Voluntary measures	No	No	2	2
Improved Pedestrian Access	Voluntary measures	No	No	2	2
Intelligent Vehicle Highway Systems	Voluntary measures	No	No	3	3
Location Efficient Mortgage To Encourage Development Near Mass Transit	Voluntary measures	No	No	3	3
Marine Engines: Operating Restrictions	Voluntary measures	No	No	2	4
Marine Engines: Refueling/Fuels	Voluntary measures	No	No	2	2
Ozone Action Day Programs	Voluntary measures	No	No	1	1
Parking Lot Tree Planting To Reduce Vehicle Temperatures And, Thereby, Evaporative Emissions	Voluntary measures	No	No	2	2
Provide Truckstop Electrification For In-Truck Services	Voluntary measures	No	No	1	1
Proximate Commute Programs To Encourage More Efficient Employment Patterns	Voluntary measures	No	No	4	4
Station Cars To Promote User Friendliness Of Mass Transportation	Voluntary measures	No	No	2	2
Telecommuting	Voluntary measures	No	No	4	4
Transportation Control Measures: Congestion Pricing	Voluntary measures	No	No	4	4
Transportation Control Measures: Database Sharing/Traffic Mgt	Voluntary measures	No	No	3	3

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Transportation Control Measures:Emission Fees	Voluntary measures	No	No	4	4
Highway Vehicles - Gasoline	Transportation Control Package	No	No	1	1
Highway Vehicles - Gasoline	Federal Reformulated Gasoline	No	No	1	1
Highway Vehicles - LD Gas Trucks	Tier 2 Standards	No	No	3	3
Highway Vehicles - LD Gasoline	High Enhanced I/M	No	No	3	3
Highway Vehicles - LD Gasoline	Fleet ILEV	No	No	1	1
Nonroad Gasoline Engines	Federal Reformulated Gasoline	No	No	1	1
Accelerated Vehicle Retirement	Implement an accelerated vehicle retirement, or "scrapage" program in conjunction with an I/M program.	No	No	3	3
California Low-Emission Vehicles	Adopt the California LEV program.	No	No	3	3
Clean-Fuel Fleets	Adopt a CFFV program, if one is not already required. Where a CFFV program is required, increase its reduction potential by purchasing more CFFVs than called for in any year, purchasing vehicles that meet stricter emission standards than those required, or purchasing vehicles in advance, before requirements take effect. Areas encourage non-covered fleets to participate and/or require the purchase of ILEVs where fleet requirements from the Energy Policy Act are applicable.	No	No	1	1
Motor Vehicle Inspection and Maintenance	Implementation of IM240 in areas not required to adopt such a program, in that IM240 tests for NO _x and inspection and requires repairs accordingly. Augmenting the program by expanding geographic coverage, increasing maintenance of model year and vehicle class coverage and pre-1981 stringency rate, conducting inspections annually and/or setting tighter cutpoints.	No	No	2	2
Nonroad Vehicles and Engines	In addition to EPA's regulations on 50-hp and above nonroad diesel engines, explore scrapage programs, among others, for near-term reductions and to increase turnover of these sources, particularly for construction equipment.	No	No	3	3
Reformulated Gasoline and Diesel Fuel	Opt into the federal program or utilize Section 211 (c)(4) authority to adopt a state program, including the California RFG program or one focused on fuel properties (e.g., reducing sulfur content of fuel). Adopt reformulated diesel fuel requirements, including the California reformulated diesel program, to achieve additional reductions from diesel engines.	No	No	1	1

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Transportation Control Measures	Evaluate the potential effectiveness of TCMs based upon the particular needs and circumstances of a given area, emphasizing pricing strategies, such as parking management, traffic flow improvements and road pricing.	No	No	2	2
Bikeway Expansion	Voluntary measures	No	No	1	1
Bus Fare Reductions	Voluntary measures	No	No	1	1
Computerized Traffic Signals	Voluntary measures	No	No	1	1
Electrification or Use of Alternate Fuels in Airport Service Equipment	Voluntary measures	No	No	5	5
Encourage Clean Fueled City Buses, LNG, LPG, or Fuel Cells	Voluntary measures	No	No	1	1
Expand Bus Service	Voluntary measures	No	No	1	1
Expanded I/M for Fleet Trucks/Autos	Voluntary measures	No	No	3	3
Expanded I/M for Heavy Duty Diesel Trucks	Voluntary measures	No	No	3	3
Flex Time	Voluntary measures	No	No	4	4
Guided Busways	Voluntary measures	No	No	4	4
Heavy Transit Rail	Voluntary measures	No	No	3	3
Heavy-Duty Diesel Vehicles: Preventive Maintenance/Rebuild Requirements at Specific Mileage	Voluntary measures	No	No	3	3
Install Remote Sensing to Identify High-Emitting Vehicles	Voluntary measures	No	No	3	3
Light Rail Transit	Voluntary measures	No	No	3	3
New or Expanded Car Pools and Vanpools	Voluntary measures	No	No	1	1
New Sidewalks and Crosswalks	Voluntary measures	No	No	1	1
Park-and-Ride Lots	Voluntary measures	No	No	3	3
Repair Assistance (I/M Related)	Voluntary measures	No	No	3	3
Require Airport Buses to Use Alternate Fuels or Electric Power	Voluntary measures	No	No	3	3
School Car Pool Programs	Voluntary measures	No	No	4	4
Shuttle for Hire (Clean Fueled)	Voluntary measures	No	No	3	3
Toll Reductions for High Occupant Vehicles	Voluntary measures	No	No	4	4
Motor Vehicle Inspection and Maintenance	Augment basic or enhanced Inspection and Maintenance (I/M) programs by expanding vehicle coverage	No	No	4	4
Non-Road Vehicles and Engines	Achieve reductions from lawn and garden equipment and recreational vessels	No	No	2	2
Transportation Control Measures Employee Commute Options	Employee Commute Options program.	No	No	1	1

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Smart Growth Policies	Voluntary measures to help create national, regional, and local coalitions to encourage metropolitan development that is: environmentally, fiscally, economically, and socially smart	No	No	4	4
Conversion to Alternative Fueled Vehicles Program	Tax credits or deductions for conversion to or purchase of alternative fueled vehicles and alternative fuel stations	No	No	3	3
Electric Power to Construction Sites Program	Voluntary program to reduce diesel and gasoline generators at construction sites by installing temporary power lines to the site	No	No	3	3
Lawn Mower and Garden Replacement Program	Voluntary program to replace gasoline powered lawn and garden equipment with electric powered equipment	No	No	5	5
Reduce Emissions from Airport Ground Support Equipment	Voluntary measures	No	No	5	5

Explanation of Endnotes

1. The commission, and/or a regional authority, has already established reasonable controls that are comparable to this measure.
2. The total VOC or NO_x emissions from these sources are not de minimis*; however additional reductions that could be achieved from this measure would be too small to accelerate attainment. (*reductions are de minimis*)
3. This control measure is economically infeasible.
4. There are adverse ancillary impacts associated with this control measure.
5. This control measure impacts a category of sources that the total emissions are considered de minimis*. (*total is de minimis*)

*De minimis, for the purposes of this analysis, is defined as 1 tpd NO_x and 3.8 tpd VOC

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