

The Texas Commission on Environmental Quality (TCEQ, agency, commission) proposes to amend §7.119.

### **Background and Summary of the Factual Basis for the Proposed Rule**

The commission proposes this rule to adopt by reference updates to the commission's memorandum of understanding (MOU) with the Texas Department of Transportation (TxDOT) regarding TCEQ environmental reviews of TxDOT highway (transportation) projects. The updates are required to implement the following statutes and legislation.

Texas Transportation Code, §201.607(a) requires TxDOT and each state agency that is responsible for the protection of the natural environment, which includes the TCEQ, to revise their MOU that relates to the review of the potential environmental effect of a highway project. Texas Transportation Code, §201.607(b) requires TxDOT and the TCEQ to adopt, by rule, all revisions to the MOU. In addition, Texas Transportation Code, §201.607(a)(5), as amended in Section 1 of Senate Bill (SB) 548, Section 18 of SB 1420, and Section 1 of House Bill (HB) 630, 82nd Legislature, 2011, requires that the MOU specify that comments submitted to TxDOT later than the available 45-day review period will be considered by TxDOT to the extent possible. In addition, Section 5 of SB 548, Section 18 of SB 1420, and Section 5 of HB 630 require that the MOU be updated.

TxDOT and the TCEQ have negotiated updated MOU language. TxDOT has adopted the

updated MOU in 43 TAC **Chapter 2**, Subchapter I. The TCEQ proposed rulemaking would adopt 43 TAC §§2.301 - 2.308 by reference.

### **Section-by-Section Discussion**

*§7.119, Memorandum of Understanding Between the Texas Department of Transportation and the Texas Natural Resource Conservation Commission*

The commission proposes to amend §7.119 to update the TCEQ adoption, by reference, of its MOU with TxDOT **and to change the title to "Memorandum of Understanding Between the Texas Department of Transportation and the Texas Commission on Environmental Quality"**.

Until TxDOT recently amended its rules, the MOU was in 43 TAC §2.23. In a recent rulemaking, TxDOT **repealed this section and** moved the MOU to **new** 43 TAC §§2.301 - 2.308, organized the MOU into sections, and adopted the updated MOU, including changing the title of the MOU to Memorandum of Understanding with **the** ~~The~~ Texas Commission on Environmental Quality.

TxDOT has amended the MOU between TxDOT and the TCEQ to reflect the changes in law made under **Section 1 of** SB 548, ~~Section 1~~, Section 18 of SB 1420, and Section 1 of HB 630 and additional changes agreed to by the TCEQ and TxDOT. The amended MOU was adopted by TxDOT on April 26, 2013, and **is** ~~was~~ effective **as of** May 16, 2013. The

proposed amendment to §7.119 would adopt, by reference, 43 TAC §§2.301 - 2.308.

~~The updated MOU specifies that comments submitted to TxDOT later than the available 45-day review period will be considered by TxDOT to the extent possible. The updated MOU also makes changes to the triggers for review of a project and allows TxDOT to coordinate review of environmental reports with the TCEQ. The updated MOU also specifies that environmental documents will be sent to the TCEQ by e-mail for review. The updated MOU differentiates the process for review for different types of environmental documents. The updated MOU reorganizes and streamlines parts of the MOU, including updating the definitions section, updating provisions regarding the TxDOT and the TCEQ exchange of air quality information, and updating the TCEQ agency name from the Texas Natural Resource Conservation Commission to the Texas Commission on Environmental Quality. The updates to the MOU deleted some parts of the previous version of the MOU, including the dispute resolution section and the reference to an Interagency Cooperation Contract between TxDOT and the TCEQ regarding the Edwards Aquifer Protection Program. The reference to the contract was deleted because the application review addressed in the contract is not part of the environmental review process addressed in MOU.~~

The TCEQ is proposing to adopt the updated MOU by reference in order for TCEQ rules to reflect the changes in the MOU that were required by legislation and to improve the

clarity of the MOU, including the environmental review process.

The following is a discussion of changes that were made in the recent adoption by TxDOT of the updated MOU.

*Adopted New §2.301, Purpose*, formerly §2.23(a), provides for a formal mechanism as required by Texas Transportation Code, §201.607, by which TCEQ reviews transportation projects that have the potential to affect resources within its jurisdiction. In addition, the MOU promotes the mutually beneficial sharing of information between TxDOT and TCEQ. It also allows TxDOT to coordinate additional transportation projects that are not specifically required to be coordinated under the MOU. This section has been streamlined by deleting §2.23(a)(1) and (2), that stated the policies of TxDOT and TCEQ; deleting §2.23(a)(3) that referenced TxDOT rules that relate to the review of TxDOT environmental projects; and moving the reference regarding authority for the MOU to its own section. Also, this section and the rest of the rules were amended to update TCEQ's name from the Texas Natural Resource Conservation Commission (TNRCC).

*Adopted New §2.302, Authority*, formerly §2.23(b), sets forth the statutory authority in the Texas Transportation Code, the Texas Water Code, and the Texas Health and Safety Code for TxDOT and TCEQ to enter into the MOU. The section was renumbered.

*Adopted New §2.303, Definitions, formerly §2.23(c), contains definitions of various terms used in the MOU. New definitions have been added: Assessment units; Environmental report; Environmental review document; Federal Highway Administration transportation project; Impaired assessment unit; Maintenance area; Total maximum daily load (TMDL); TMDL Implementation Plan (I-Plan); and Transportation enhancement. Certain definitions have been deleted: Districts; Environmental documents; Inspection and Maintenance Program; Memorandum of Understanding; Metropolitan Planning Organization (MPO); Mitigation; National Environmental Policy Act of 1969 (NEPA); Project development; Right of way; Single occupancy vehicle; Statewide Transportation Improvement Plan (STIP); Transportation Improvement Plan (TIP); and TxDOT environmental rules. Some definitions have been revised or modified: The United States Environmental Protection Agency (EPA); Maintenance (changed to Maintain or maintenance); Non-attainment counties (changed to Non-attainment area); State Implementation Plan (SIP); TNRCC (changed to TCEQ); TxDOT; and Transportation projects (changed to Transportation project).*

*Adopted New §2.304, Responsibilities, formerly §2.23(d), sets forth the statutory responsibilities of TxDOT and TCEQ that are relevant to the purpose of the MOU. It contains portions of repealed §2.23(d)(1) and (2)(A) and (B), and consolidates and streamlines the responsibilities of each agency.*

*Adopted New §2.305, Coordination during Environmental Review Process*, combines elements of repealed §2.23(e) regarding coordination and document review (including triggers for coordination). This section sets forth new procedures in §2.305(a)(1) and (2), *Applicability*, for determining whether the department is required to coordinate a given transportation project with TCEQ. TxDOT will not coordinate a project that TxDOT classifies as a categorical exclusion, blanket categorical exclusion, or programmatic categorical exclusion under §2.81 or §2.82. TxDOT will coordinate a project for which TxDOT prepares an environmental assessment unless TxDOT has already coordinated an environmental report (discussed below) concerning the project and certain other conditions are met. TxDOT will coordinate a project for which TxDOT prepares an environmental impact statement. TxDOT will coordinate a reevaluation concerning a project if the earlier coordination concerning the project is no longer valid as a result of changes in the project.

Section 2.305(a) removes the general information formerly in §2.23(e)(1) about early identification and coordination with TCEQ to assess potential environmental concerns and about encouraging public input. The TxDOT rules, in 43 TAC Chapter 2, Subchapter E, Public Participation, contain information regarding public input. Section 2.305(a) adds more detail to the requirements for submitting documents to TCEQ for review. TxDOT is allowed to coordinate an environmental report with TCEQ. This

document is a report, form, checklist, or other documentation analyzing an environmental issue in the context of a specific transportation project or presenting a thorough summary of an environmental study conducted in support of an environmental review document, or demonstrating compliance with a specific environmental requirement. The rules that were recently adopted by TxDOT authorize a project sponsor to prepare an environmental report and submit it for technical review before the environmental review document is completed (see 43 TAC §2.45). Similarly, the amended MOU allows, but does not require, TxDOT to coordinate an environmental report with TCEQ. For projects for which TxDOT prepares an environmental assessment, the MOU would allow TxDOT to satisfy coordination requirements by coordinating an environmental report provided all of the conditions in proposed §2.305(a)(2)(B) are met. For projects necessitating environmental impact statements, the MOU no longer requires TxDOT to provide the preliminary environmental/scoping document to TCEQ for review, but it does still require that TxDOT supply the TCEQ draft and final environmental impact statements for review. It adds the requirement that TxDOT supply supplemental environmental impact statements for review.

Section 2.305(b) contains triggers for determining when coordination is required for projects for which TxDOT prepares an environmental assessment. Use of these triggers will allow TCEQ to focus its resources on reviewing those projects most likely to adversely affect natural resources. This subsection revised the *repealed*

§2.23(e)(2)(A)(i) and (ii) dealing with air quality and water quality triggers. The four air quality triggers were narrowed to one trigger covering projects that add capacity in a nonattainment or maintenance area of the state. The water quality triggers are now more detailed and incorporate some of the new definitions that are included in the updated MOU. As required in the previous MOU, projects requiring Tier II individual Clean Water Act Section 401 certification will use procedures as defined in the most recent version of the MOU between the United States Army Corps of Engineers and TCEQ. Section 2.305(b)(2)(B) expands the Edwards Aquifer trigger to cover transition zones in addition to the recharge and contributing zones of the Edwards Aquifer. Under the amended MOU, TxDOT shall provide the location of the project within the Edwards Aquifer and include a statement that projects and associated activities will comply with the Edwards Aquifer rules and any applicable TCEQ guidance documents.

Section 2.305 (b)(2)(C) revised the language in repealed §2.23(e)(2)(A)(ii)(I), which stated that coordination was to be for "projects which may encroach upon threatened or impaired stream segments designated under Clean Water Act, §303(d) and/or are five miles upstream from the designated stream segment". The new §2.305(b)(2)(C) states that the trigger covers projects located within five miles of an impaired assessment unit and within the watershed of the impaired assessment unit. The determination of whether an assessment unit is impaired must be based on the most recent TCEQ integrated report, including a §303(d) list approved by the EPA. TxDOT will identify

impaired assessment units using publicly available information from TCEQ. To identify the watersheds of any impaired assessment unit, TxDOT may use a variety of publicly available map resources and data, or the 12-digit hydrologic unit codes produced by the United States Geologic Service. The language in the amended MOU requires TxDOT to provide specific information as to the location of the project in the watershed of the impaired assessment unit and specific information regarding the impaired assessment units.

The MOU now specifies that for impaired assessment units with EPA-approved TMDLs, TxDOT must provide "the name and date of the EPA-approved TMDL and if applicable, the TCEQ-approved I-Plan, and a statement that the project and associated activities will be implemented, operated, and maintained in a manner that is consistent with the approved TMDL or approved I-Plan." For impaired assessment units without EPA-approved TMDLs, TxDOT will include "a statement that the project and associated activities will be implemented, operated, and maintained using best management practices to control the discharge of pollutants from the project site."

Section 2.305(c) includes a general provision concerning compliance with law, which was previously set out with more specifics in §2.23(e)(2)(B), and the computation of time. The amended MOU authorizes TxDOT (but not a local government) to conduct the coordination of environmental reviews with TCEQ.

Section 2.305(d)(1) streamlines the review process by requiring TxDOT and TCEQ to submit their documents and comments by e-mail. As in the previous version of the MOU, TCEQ shall submit its comments within 30 days of receiving the documents for review. In the previous MOU, TCEQ could request a 30-day extension of the review period. In accordance with SB 548, SB 1420, and HB 630, the MOU now limits TCEQ to a total of 45 possible days for the review period, by limiting the possible extension period to 15 days.

Section 2.305(d)(2), specifies that if TxDOT coordinates the review of an environmental report for a project for which it prepares an environmental assessment, TCEQ can request that TxDOT also coordinate the environmental assessment. Section 2.305(d)(3) specifies that TxDOT will respond in writing to TCEQ comments, and will ensure that the final version of the environmental review document describes the results of any coordination with and comments made by TCEQ. As required by SB 548, SB 1420, and HB 630, the amended MOU specifies that comments submitted to TxDOT after the comment deadline will be considered by TxDOT to the extent possible.

*Adopted New §2.306, Exchange of Air Quality Information*, continues to require TCEQ to provide specified air quality information to TxDOT and adds that TCEQ will provide proposed and existing locations of roadside air monitors. *Repealed §2.23(g), Additional*

*provisions regarding water quality*, of the previous version of the MOU, referenced the Interagency Cooperation Contract as it related to coordination and compliance with the 30 TAC Chapter 213 rules regarding the Edwards Aquifer Protection Program. In the amended MOU, the reference to the contract was deleted because the application review addressed in the contract is not part of the environmental review process addressed in the MOU.

*Adopted New §2.307, No Waiver of Rights*, states that TCEQ reserves all rights it has to enforce relevant laws and that the parties intend that TCEQ's participation in this MOU does not have the effect of waiving those rights or the requirements of any laws that apply to the projects covered by the MOU. Also, the parties agree that the MOU does not preclude either party from making any legal argument. This section streamlines *Repealed §2.23(h)*, Dispute resolution, which provided for a period of 45 days to resolve any disputes between the two agencies. The new section deletes the time set aside for dispute resolution and the requirement that if TxDOT proceeded with a proposed transportation project in conflict with TCEQ comments, TxDOT would submit to TCEQ "a complete and detailed justification demonstrating full compliance with all federal and state rules, regulations, and laws." Instead, the amended MOU specifies elsewhere that TxDOT will respond in writing to TCEQ's comments and ensure that the environmental review document describes the results of any coordination with and comments made by TCEQ.

*Adopted New §2.308, Review of MOU, remains generally the same as repealed §2.23(i) of the previous version of the MOU. It expresses the intent of TxDOT and TCEQ to update the MOU in the future as required by Texas Transportation Code, §201.607, or as necessitated by a change in state and federal law or a change in the state implementation plan. It removes the statement that if TxDOT and TCEQ cannot reach agreement on the language for an amendment, either party may require dispute resolution under the requirements in the MOU for dispute resolution, which, as mentioned above, were removed from the amended MOU.*

**Fiscal Note: Costs to State and Local Government**

Nina Chamness, Analyst, Strategic Planning and Assessment, has determined that, for the first five-year period the proposed rule is in effect, no significant fiscal implications are anticipated for the agency or TxDOT as a result of administration or enforcement of the proposed rule. The proposed rule will have no fiscal implications for other units of state or local government.

This rulemaking adopts, by reference, a revision to the current MOU between the agency and TxDOT concerning the review process that the TCEQ conducts on TxDOT highway projects. The revisions to the MOU are required to comply with provisions in SB 548, SB 1420, and HB 630, which require TxDOT to amend its rules related to environmental

reviews of highway projects and update the relevant TCEQ/TxDOT MOU. With regards to the TCEQ, the updated MOU makes only slight changes to the triggers for review of a project, primarily for impaired water assessment units (impaired water bodies). Those changes are being made to comply with current federal requirements associated with the Federal Clean Water Act 303(d) list and TMDL-related requirements. The updated MOU also includes a reference to a new document, environmental report, that TxDOT may request that the TCEQ review. The revised MOU also streamlines the current process by shifting from a paper-based to an electronic-based process. Both TxDOT and the TCEQ may realize cost savings when utilizing the new process, but any cost savings are expected to be minimal.

The proposed rule will have no fiscal implications for other state agencies or units of local government.

### **Public Benefits and Costs**

Nina Chamness also determined that for each year of the first five years the proposed rule is in effect, the public benefit anticipated from the changes seen in the proposed rule will be compliance with state law and more readily available information on the process used by both TxDOT and the TCEQ concerning the required environmental reviews of highway projects.

The proposed rule adopts by reference the MOU between TxDOT and the TCEQ to conduct environmental reviews on highway projects. Individuals and large businesses are not expected to experience significant fiscal impacts as a result of the proposed rule. Individuals and large businesses may find information more readily available concerning the process used by the two agencies for these environmental reviews.

### **Small Business and Micro-Business Assessment**

No adverse fiscal implications are anticipated for small or micro-businesses as a result of the proposed rule. The proposed rule is expected to have the same fiscal impacts on a small business as it does for a large business.

### **Small Business Regulatory Flexibility Analysis**

The commission has reviewed this proposed rulemaking and determined that a small business regulatory flexibility analysis is not required because the proposed rule does not adversely affect a small or micro-business in a material way for the first five years that the proposed rule is in effect.

### **Local Employment Impact Statement**

The commission has reviewed this proposed rulemaking and determined that a local employment impact statement is not required because the proposed rule does not adversely affect a local economy in a material way for the first five years that the

proposed rule is in effect.

### **Draft Regulatory Impact Analysis Determination**

The commission reviewed the proposed rulemaking in light of the regulatory analysis requirements of Texas Government Code, §2001.0225, and determined that the rulemaking is not subject to Texas Government Code, §2001.0225 because it does not meet the definition of a "major environmental rule" as defined in the Texas Administrative Procedures Act. A "major environmental rule" is a rule that is specifically intended to protect the environment or reduce risks to human health from environmental exposure, and that may adversely affect in a material way the economy, a sector of the economy, productivity, competition, jobs, the environment, or the public health and safety of the state or a sector of the state.

This rulemaking does not meet the statutory definition of a "major environmental rule" because it is not the specific intent of the rule to protect the environment or reduce risks to human health from environmental exposure. The specific intent of the proposed rulemaking is to implement legislative changes enacted by portions of SB 548, SB 1420, and HB 630. Those changes require that the MOU between TxDOT and the TCEQ specify that TCEQ review and comments be completed within 45 days of receiving the MOU. All three bills also specify that comments submitted to the TxDOT later than the period agreed to by the agencies will be considered by the TxDOT to the extent possible.

The rulemaking also updates language in the MOU, including, but not limited to, definitions triggers for TCEQ review, and the review process.

The rulemaking does not meet the statutory definition of a "major environmental rule" because the proposed rule will not adversely affect in a material way the economy, a sector of the economy, productivity, competition, jobs, the environment, or the public health and safety of the state or a sector of the state. The cost of complying with the proposed rule is not expected to be significant with respect to the economy.

Furthermore, the proposed rulemaking is not subject to Texas Government Code, §2001.0225 because it does not meet any of the four applicability requirements listed in Texas Government Code, §2001.0225(a). This rule does not exceed a standard set by federal law, rather it addresses the process for environmental review performed by the TCEQ for TxDOT, as mandated under state law. Second, the proposed rulemaking does not exceed an express requirement of state law. Third, the proposed rulemaking does not exceed a requirement of a delegation agreement or contract between the state and an agency or representative of the federal government to implement a state and federal program. Finally, the proposed rulemaking is not proposed solely under the general powers of the agency, but specifically under Texas Transportation Code, §201.607, which requires TxDOT and the TCEQ to update their MOU.

Written comments on the draft regulatory impact analysis determination may be submitted to the contact person at the address listed under the Submittal of Comments section of this preamble.

### **Takings Impact Assessment**

The commission evaluated the rule and performed an assessment of whether the rule constitutes a taking under Texas Government Code, Chapter 2007. The specific purpose of the rule is to update the reference to the updated MOU between the TxDOT and the TCEQ regarding TCEQ environmental reviews of TxDOT highway projects. The MOU required updating due to statutory changes and to improve the clarity of the MOU, including the environmental review process.

Promulgation and enforcement of the rule would be neither a statutory nor a constitutional taking of public or private real property because the rule does not affect real property. Because the rule does not affect real property, it does not burden, restrict, or limit an owner's right to property or reduce its value by 25% or more beyond that which would otherwise exist in the absence of the regulation. The rule merely updates the reference to the MOU, which is used to explain the process for TCEQ's environmental reviews of TxDOT highway projects and additional cooperation between TxDOT and the TCEQ. Therefore, the rule does not constitute a taking under Texas Government Code, Chapter 2007.

### **Consistency with the Coastal Management Program**

The commission reviewed the proposed rule and found it is neither identified in Coastal Coordination Act Implementation Rules, 31 TAC §505.11(b)(2) or (4), nor will it affect any action/authorization identified in Coastal Coordination Act Implementation Rules, 31 TAC §505.11(a)(6). Therefore, the proposed rule is not subject to the Texas Coastal Management Program.

Written comments on the consistency of this rulemaking may be submitted to the contact person at the address listed under the Submittal of Comments section of this preamble.

### **Submittal of Comments**

Written comments may be submitted to Bruce McAnally, MC 205, Office of Legal Services, Texas Commission on Environmental Quality, P.O. Box 13087, Austin, Texas 78711-3087, or faxed to (512) 239-4808. Electronic comments may be submitted at: <http://www5.tceq.texas.gov/rules/ecomments/>. File size restrictions may apply to comments being submitted via the eComments system. All comments should reference Rule Project Number 2013-019-007-LS. The comment period closes July 8, 2013. Copies of the proposed rulemaking can be obtained from the commission's Web site at [http://www.tceq.texas.gov/nav/rules/propose\\_adopt.html](http://www.tceq.texas.gov/nav/rules/propose_adopt.html). For further information,

please contact Angela Burnett, (512) 239-6005.

## **§7.119**

### **Statutory Authority**

This amendment is proposed under Texas Water Code, (TWC), §5.102, which establishes the general authority of the Texas Commission on Environmental Quality (TCEQ, commission) necessary to carry out its jurisdiction; §5.103, which establishes that the commission, by rule, shall establish and approve all general policy of the commission; §5.104, which establishes the authority of the commission to enter memoranda of understanding with any other state agency and adopt by rule the memoranda of understanding; §5.105, which establishes the general authority of the commission to adopt rules necessary to carry out its powers and duties under the TWC and other laws of this state; Texas Health and Safety Code, §382.035, Memorandum of Understanding, which requires the commission to adopt, by rule, any memorandum of understanding between the commission and another state agency in relation to the Texas Clean Air Act; and Texas Transportation Code, §201.607, Environmental, Historical, or Archeological Memorandum of Understanding, which requires **the Texas Department of Transportation**~~TxDOT~~ and the TCEQ to examine and revise their memorandum of understanding relating to the TCEQ review of highway projects for potential environmental effects.

The proposed amendment implements requirements in Sections 1 and 5 of Senate Bill (SB) 548, Section 18 of SB 1420, and Sections 1 and 5 of House Bill 630, 82nd

Legislature, 2011. In addition, the proposed amendment implements requirements in Texas Transportation Code, §201.607.

**§7.119. Memorandum of Understanding Between the Texas Department of Transportation and the Texas Commission on Environmental Quality [Texas Natural Resource Conservation Commission].**

The commission adopts by reference the rules of the Texas Department of Transportation in 43 TAC §§2.301 - 2.308 [§2.23] (relating to Memorandum of Understanding with the Texas Commission on Environmental Quality [Texas Natural Resource Conservation Commission]).