H-GAC Update

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42% increase in NOx emissions for the 2006 emission inventory
110% increase in NOx emissions for the 2018 emission inventory
### Timeline

<table>
<thead>
<tr>
<th>Action</th>
<th>Date</th>
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<tbody>
<tr>
<td>End of grace period to start using MOVES</td>
<td>March 2012</td>
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<tr>
<td>New TCEQ SIP (60-70 ppb) with MVEB using MOVES</td>
<td>July 2014*</td>
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<td>EPA may find the new MVEB adequate</td>
<td>December 2014*</td>
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*Due to delay on new ozone standard

Almost 3 years!
How to solve this problem

- Ask TCEQ to recalculate MVEB using MOVES on current SIP
  This will consume many resources (time and money) and the whole SIP will need to be re-evaluated since new control strategies need to be implemented to reduce 60 tpd of NOx. Otherwise the SIP will show failure to attain and will require another classification bump up.

- Ask EPA to extend MOVES grace period until new MVEB with MOVES are available from SIPs for new ozone standard
  This seems the best solution
How to solve this problem

- This fall AMPO and AASHTO took these concerns to EPA/OTAQ. Last month EPA informed that they are going to begin the process to extend the MOVES grace period beyond March 2012, possibly up to one year later.

This will only delay the problem, but won’t solve it, since the new SIPs won’t be done by March 2013.
GHGs Project Update

- Methodology for estimating greenhouse gas emissions and assessing mitigation options for project level applications for on-road mobile sources.
GHGs Project Update

- Selected control strategies to be analyzed:
  - Mixed land use development/livable centers
  - Eco-driving
  - HOV facilities
  - Carbon Sequestration
  - Transit
  - Hybrids/Electrification of vehicle fleet