

REVISIONS TO THE STATE IMPLEMENTATION PLAN (SIP)  
FOR THE CONTROL OF OZONE AIR POLLUTION

POST-1999 RATE-OF-PROGRESS AND ATTAINMENT DEMONSTRATION FOLLOW-UP SIP  
FOR THE HOUSTON/GALVESTON OZONE NONATTAINMENT AREA  
(Speed Limit Reduction/Voluntary Mobile Emission Reduction Program)

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY  
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## SECTION VI. CONTROL STRATEGY

### A. Introduction (Revised)

### B. Ozone (Revised)

1. *Dallas/Fort Worth* (No change since April 2000 revision)
2. *Houston/Galveston* (**Revised**)
  - Chapter 1: General (to be adopted December 2002)
  - Chapter 2: Emissions Inventory (No change since September 2001 revision)
  - Chapter 3: Photochemical Modeling (No change since December 2000)
  - Chapter 4: Data Analysis (No change since December 2000 revision)
  - Chapter 5: Rate-of-Progress (No change since September 2001 revision)
  - Chapter 6: Required Control Strategy Elements (**Revised**)
  - Chapter 7: Future Attainment Plans (to be adopted December 2002)
3. *Beaumont/Port Arthur* (No change since April 2000 revision)
4. *El Paso* (No change since July 1996 revision)
5. *Regional Strategies* (No change since April 2000 revision)

### C. Particulate Matter (No change.)

### D. Carbon Monoxide (No change.)

### E. Lead (No change.)

### F. Oxides of Nitrogen (No change.)

### G. Sulfur Dioxide (No change.)

### H. Conformity with the National Ambient Air Quality Standards

### I. Site Specific (No change.)

### J. Mobile Sources Strategies (No change.)

1. *Inspection/Maintenance* (No change since December 2000 revision)
2. *Transportation Control Measures* (No change since May 2000 revision)
3. *Vehicle Miles Traveled* (No change since May 2000 revision)
4. *Clean Gasoline* (No change since June 1999 revision)

## CHAPTER 6: REQUIRED CONTROL STRATEGY ELEMENTS

### 6.3.8 Voluntary Mobile Emission Reduction Program

The proposed language to be incorporated into this section of the SIP does not change the existing language in Section 6.3.8 of the December 2000 HGA Attainment Demonstration SIP. The commission is simply adopting the following commitment to Section 6.3.8 with this additional language:

“The state commits to monitor, assess, and remedy any shortfall in the emissions reductions attributed to the Voluntary Mobile Emission Reduction Program by adopting and implementing additional control measures, equivalent to any shortfall, to provide attainment by 2007. The State retains discretion to determine the specific control measures to remedy the shortfall.”

### 6.3.12 Speed Limit Reduction

The commission is revising the speed limit strategy to suspend the 55 mph speed limit until May 1, 2005 and to increase speeds to 5 mph below what was posted before May 1, 2002, where speeds were 65 mph or higher. In other words, speed limits in the 8-county HGA will return to their original posted speed limit, minus 5 mph, on all affected roadways for all vehicle types, pending final approval by the EPA and implementation by the Texas Department of Transportation. Preliminary analysis indicates the measure will achieve about a 2.3 tpd reduction in NO<sub>x</sub> emissions.

A full analysis of the measure will be conducted for the required midcourse review of the State's SIP. Based upon that analysis, the commission hopes to remove the 55 mph speed limit strategy from the SIP by May 1, 2004.

Following is a history of the speed limit reduction in the HGA. Emissions from cars and trucks account for about 24 percent of ground-level ozone in the HGA (source: 1996 emissions inventory). The December 2000 SIP revision lowered speeds to 55 mph May 1, 2002 to reduce 12.33 tpd of NO<sub>x</sub> and 1.76 tpd of VOCs by November 15, 2007, the HGA required attainment date. Reductions were estimated using MOBILE5, an emissions factor model developed by the EPA. The analysis is Appendix N of the December 2000 SIP revision. On January 29, 2002, EPA released an improved emission factor model, MOBILE6.

MOBILE6 preliminary reduction estimates are lower than MOBILE5 and are achieved mostly from heavy-duty trucks. Based on this new information, on June 5, 2002 the commission proposed for public comment a postponement until May 1, 2005 of the 55 mph speed limit for cars and trucks weighing less than 10,000 pounds, retaining 55 mph for heavy-duty trucks. The public comment period ended August 6, 2002.

During the public comment period, concerns were raised about the commission's proposal. Concerns were raised about safety, enforcement, attainment of air quality standards, and transportation conformity. A summary of comments and staff responses is posted on the TCEQ Web site at: <http://www.tceq.state.tx.us/oprd/sips/index.html>. TxDOT proposed as an alternative the strategy described above and the TCEQ concurs that this is a more appropriate strategy.

The January 2002 release of MOBILE6 has not provided staff sufficient time to complete a thorough analysis of the mobile source emission reduction measures in the State's federally approved SIP. A MOBILE6 analysis must be complete before such strategies can be reconsidered and incorporated into

attainment demonstration modeling for the midcourse review SIP, the next major SIP revision. The midcourse SIP revision must be submitted to the EPA by May 1, 2004.