SIP Revision: Houston-Galveston-Brazoria (HGB) Motor Vehicle Emissions Budget (MVEB) Update, April 23, 2013

On April 23, 2013 the Texas Commission on Environmental Quality (TCEQ) adopted a State Implementation Plan (SIP) revision to update the MVEB in the HGB area.

Summary of the SIP Revision

Adoption Date: 04/23/2013

Proposal Date: 10/17/2012

EPA Action: Approved on 01/02/2014 (79 FR 51 Exit... and 79 FR 57 Exit...)

Background: On March 10, 2010, the TCEQ adopted two revisions to the Texas SIP for the HGB 1997 eight-hour ozone National Ambient Air Quality Standard (NAAQS) nonattainment area: The *Houston-Galveston-Brazoria Attainment Demonstration State Implementation Plan Revision for the 1997 Eight-Hour Ozone Standard* (2010 HGB AD SIP Revision) and the *Houston-Galveston-Brazoria Reasonable Further Progress State Implementation Plan for the 1997 Eight- Hour Ozone Standard* (2010 HGB RFP SIP Revision).

The MVEBs included in both SIP revisions were developed using on-road mobile source emissions inventories established with the United States Environmental Protection Agency's (EPA) MOBILE model (MOBILE6.2). On March 2, 2010, the EPA officially released a new mobile source emissions estimation model, the Motor Vehicle Emission Simulator (MOVES) model, to replace the MOBILE model for SIP applications. Beginning March 2, 2013, it was required that transportation conformity be conducted by local MPOs using the MOVES model. On April 23, 2013, the TCEQ adopted the HGB MVEB Update SIP revision (Non-Rule Project No. 2012-002-SIP-NR).

Key Changes: This SIP revision updated the 2010 HGB AD SIP Revision and 2010 HGB RFP SIP Revision to replace the on-road mobile source emissions inventories for nitrogen oxides (NO_X) and volatile organic compounds (VOC) based on the EPA's MOBILE model with those based on the EPA's MOVES model. The 2008, 2011, 2014, 2017, and 2018 NO_X and VOC MVEBs were also updated using the MOVES-based emissions inventories. Updated on-road inventories and emissions analysis based on the EPA's August 30, 2012 vehicle miles traveled offset guidance and a modified version of the MOVES model (MOVES2010bROP) demonstrated compliance with FCAA requirements for transportation control measures in severe nonattainment areas. A review of emissions inventory data, photochemical modeling, and the quantitative and qualitative corroborative analyses used as weight of evidence in this SIP revision supported the 2010 HGB AD SIP Revision. This SIP revision also met the primary obligation of the mid-course review commitment in the 2010 HGB AD SIP Revision by demonstrating that the outstanding 3% contingency requirement is fulfilled.

SIP Narrative

Files linked from this page are in Portable Document Format (PDF).

HGB MVEB SIP Revision (Non-Rule Project No. 2012-002-SIP-NR)

- **2013 HGB MVEB Update SIP Revision**
- Appendices

- **Appendix A: Evaluation of On-Road Mobile Source Emissions Developed with the MOVES2010a Model Replacing Emissions Developed with the MOBILE6.2 Model for the HGB Attainment Demonstration SIP Revision for the 1997 Eight-Hour Ozone Standard, Adopted March 10, 2010**
- **Appendix B: Comparison of Modeling Using MOVES2010a with Modeling Using MOBILE6.2 for the HGB Attainment Demonstration SIP Revision for the 1997 Eight-Hour Ozone Standard, Adopted March 10, 2010**
- **Appendix C: Revisions to Appendix 1, HGB Reasonable Further Progress Demonstration Calculations Spreadsheet, Adopted March 10, 2010**
- **Appendix D: Revisions to Appendix 9, Houston-Galveston-Brazoria 1997 Eight-Hour Ozone Nonattainment Area Reasonable Further Progress On-Road Mobile Source Emissions Inventories, Adopted March 10, 2010**
- **Appendix E: Houston-Galveston-Brazoria 1997 Eight-Hour Ozone Nonattainment Area Vehicle Miles Traveled Offset On-Road Mobile Source Emissions Inventories Analysis**