



THE SIP FILES ON THIS PAGE ARE HOSTED BY THE [TEXAS RECORDS AND INFORMATION LOCATOR \(TRAIL\) WEB ARCHIVE](#). IF YOU NEED ASSISTANCE WITH A FILE, PLEASE CONTACT SIPRULES@TCEQ.TEXAS.GOV.

SIP Revision: Beaumont-Port Arthur, Eight-Hour Ozone Attainment Demonstration, September 28, 2005

On September 28, 2005, the commission approved the adoption of a 1997 eight-hour ozone standard attainment demonstration state implementation plan (SIP) revision and revisions to Chapter 115 rules for the Beaumont-Port Arthur (BPA) nonattainment area.

Summary of the SIP Revision

Adoption Date: 09/28/2005

Proposal Date: 05/11/2005

EPA Approval Dates: 02/27/2008 ([FR 73 10383](#)); 07/10/2009 ([74 FR 33146](#)); and 07/31/2009 ([74 FR 38102](#))

Background: On April 15, 2004, the United States Environmental Protection Agency (EPA) designated the Beaumont-Port Arthur (BPA) area as a marginal nonattainment area under the 1997 eight-hour ozone standard and promulgated the first phase of the 1997 eight-hour implementation rules. On October 27, 2004, the commission adopted an attainment demonstration for both the one-hour and 1997 eight-hour ozone standards for the BPA area. The attainment demonstration contained results of photochemical modeling and technical analyses in support of the demonstration of attainment of the one-hour and 1997 eight-hour ozone standards. On May 11, 2005, the commission proposed revisions to the BPA SIP, addressing each of the remaining requirements needed for an EPA-approvable SIP. These requirements include: reasonably available control technology (RACT), reasonably available control measures (RACM), a Federal Clean Air Act (FCAA) Clean-Fuel Vehicle Program demonstration, a 3% contingency requirement, and a new motor vehicle emissions budget (MVEB).

The EPA approved the BPA area's VOC RACT demonstration on February 27, 2008 ([73 FR 10383](#)), approved its shipbuilding and batch processing rule revision on July 10, 2009 ([74 FR 33146](#)), and approved its NO_x controls on July 31, 2009 ([74 FR 38102](#)).

Key Changes: This SIP revision contains the following:

- **Major-source applicability cutoffs for purposes of RACT:** The rules for batch processing ([30 TAC 115.167](#) relating to Exemptions) and ship building and repair ([30 TAC 115.427](#) (a)(3)(H) relating to Exemptions) set an exemption level of 100 tons per year of VOC, based on all stationary sources included within a site. A proposal to amend those rules to lower the exemption level to 50 tons per year was prepared concurrent with this SIP revision.
- **Federal Clean-Fuel Vehicle Programs under section 182(c)(4) of the FCAA:** This SIP revision demonstrates that emission requirements under the federal Tier II standards are more stringent than those required by the Federal Clean-Fuel Vehicle Programs of the FCAA.
- **RACM Analysis:** A RACM analysis was included with this SIP revision based on a request by the EPA that the TCEQ perform a new RACM analysis for 2005 for the one-hour ozone standard and analysis for 2007 for the eight-hour ozone standard.



- **Repeal of the Marine-Vessel Loading Rule:** The contingency measures for marine vessel loading previously adopted under 15% ROP requirements, which included implementation of the adopted contingency rule for marine vessel loading, did not represent the best solution for meeting the BPA area's air quality goals. Those reductions were replaced with NO_x reductions from two sources: (1) voluntary reductions that three companies (Mobil Chemical Company, a division of Exxon Mobil Oil Corporation; Motiva Enterprises LLC; and Premcor Refining Group, Inc.) agreed to make in the BPA area, through agreed orders adopted by the commission on December 15, 2004, and made federally enforceable by submittal and approval by the EPA, and (2) reductions under the Texas Emission Reduction Plan. A repeal of the contingency rule for marine-vessel loading was prepared concurrent with this SIP revision.

2006 Motor Vehicle Emissions Budget: In response to an EPA comment, a new 2006 MVEB was submitted as part of this SIP revision. More recent data had become available that incorporated 2000 decennial census information and link-based emissions. Appendix S provides more information about the methods used to calculate the 2006 MVEB.

SIP Narrative and Appendices

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

BPA Attainment Demonstration SIP Revision (Project No. 2005-020-SIP-NR)

- Adopted BPA Attainment Demonstration SIP Revision Narrative
 - [Table of Contents, Chapters 1 and 2](#)
 - [Chapter 3](#)
 - [Chapters 4 through 6](#)
- [Response to Comments](#)
- Adopted Appendices
 - [Appendix A: Conceptual Model of Ozone Formation in the Beaumont–Port Arthur Ozone Nonattainment Area](#)
 - [Appendix A-1: Appendix A.1 to Beaumont–Port Arthur Conceptual Model](#)
 - [Appendix A-2: Appendix A.2 to Beaumont–Port Arthur Conceptual Model](#)
 - [Appendix B: Revised Modeling Protocol for the Beaumont–Port Arthur Area Attainment Demonstration](#)
 - [Appendix C: Meteorological Modeling](#)
 - [Appendix D: Point Source Emission Inventory Development](#)
 - [Appendix E: Summary of Development and Processing of On-Road Mobile Source Inventories used for Photochemical Modeling Efforts in Texas](#)
 - [Appendix F: 2000 On-Road Mobile Source Modeling Emissions Inventories for the BPA Ozone Nonattainment Area](#)
 - [Appendix G: 2007 On-Road Mobile Source Modeling Emissions Inventories for the BPA Ozone Nonattainment Area](#)
 - [Appendix H: Humidity and Temperature Correction Factors for NO_x Emissions From Diesel Engines](#)
 - [Appendix I: Humidity and Temperature Correction Factors for NO_x Emissions From Spark-Ignited Engines](#)



- **Appendix J: Biogenic Tile Plots**
- **Appendix K: Base Case Performance Evaluation**
- **Appendix L: Bibliography**
- **Appendix M: Golden Pass Terminal LP and Golden Pass Pipeline LP**
- **Appendix N: BPA Mobile Source RACM Analysis**
- **Appendix O: BPA Point and Area Source NO_x RACM Analysis**
- **Appendix P: BPA Point and Area Source VOC RACM Analysis**
- **Appendix Q: Federal and California Exhaust and Evaporative Emission Standards for Light Duty Vehicles and Light Duty Trucks compared to Tier II Motor Vehicle Emissions Standards and Gasoline Sulfur Control Requirements**
- **Appendix R: Emissions Inventories for RACM Analysis**
- **Appendix S: Extrapolation of 2006 On-Road Mobile Source Inventory for the 3-County Beaumont–Port Arthur Nonattainment Area from Existing 2005 and 2007 Link-Based Inventories**
- Appendix S-1: Electronic input, output, reference, and spreadsheet files used in the Appendix S Analysis
- Appendix S-2: Electronic input, output, reference, and spreadsheet files used in the Appendix S Analysis
- Appendix S-3: Electronic input, output, reference, and spreadsheet files used in the Appendix S Analysis
- **Appendix T: BPA RACT Review**
- **Appendix T-1: BPA RACT Review Spreadsheet**
- **Appendix U: Comparable VOC and NO_x Control Measures**
- **Appendix V: February 4, 2005 Letter to EPA**

Associated Rules

BPA Reasonably Available Control Technology Update

- **Project No. 2005-017-115-EN (Adopted)**