

APPENDIX C

INSPECTION AND MAINTENANCE (I/M) PROGRAM PERFORMANCE STANDARD MODELING (PSM) FOR THE EXISTING I/M PROGRAM IN THE DALLAS FORT-WORTH (DFW) OZONE NONATTAINMENT AREA

Dallas-Fort Worth Severe Area Attainment Demonstration State
Implementation Plan Revision for the 2008 Eight-Hour Ozone
National Ambient Air Quality Standard

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¹ All four [electronic attachments](https://www.tceq.texas.gov/downloads/air-quality/sip/ozone/dfw/naaqs-2015/dfw-ad-appendix-c-electronic-attachments-1-2-3-4.zip) are available for auto download at <https://www.tceq.texas.gov/downloads/air-quality/sip/ozone/dfw/naaqs-2015/dfw-ad-appendix-c-electronic-attachments-1-2-3-4.zip>.

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CHAPTER 1: INTRODUCTION

On October 7, 2022, the United States Environmental Protection Agency (EPA) published the final notice reclassifying the DFW 2008 eight-hour ozone nonattainment area from serious to severe for the 2008 Ozone National Ambient Air Quality Standard (NAAQS), effective November 7, 2022 (87 FR 60926). This rule requires states to provide a demonstration that the existing or proposed inspection and maintenance (I/M) program for a newly designated or reclassified ozone nonattainment area meets the emissions reduction benchmarks specified for the area's ozone NAAQS classification level. The EPA interprets the I/M performance requirement to mean upon designation or reclassification that a proposed or existing I/M program must meet the I/M performance benchmark. These I/M emissions reductions should be realized in the attainment year or program implementation year. However, an I/M performance standard demonstration completed for any ozone NAAQS is applicable until a new version of the EPA's on-road mobile emissions model is released, as long as the most stringent applicable performance standard is used in the initial assessment.

The TCEQ performed the required performance standard modeling analysis of the nine counties required to have I/M within the DFW ten-county 2008 ozone nonattainment area using the requirements in the EPA guidance document, *Performance Standard Modeling for New and Existing Vehicle Inspection and Maintenance (I/M) Programs Using the MOVES Mobile Source Emissions Model* (EPA-420-B-22-034, October 2022). Because the performance standard modeling results apply to all ozone NAAQS, the TCEQ specifically used the Enhanced Performance Standard that reflects the I/M program design elements as specified in 40 Code of Federal Regulations §51.351(i). The assessment uses a 2023 analysis year, an analysis year under both the 2008 and 2015 ozone NAAQS, and the first MOVES3 PSM assessment completed for the DFW ozone nonattainment area.² The documentation of the PSM assessments is provided in Chapter 2. A summary of the results is provided in Chapter 3.

² EPA Region 6 notified TCEQ that conducting I/M performance standard modeling using a 2023 analysis year for the 2008 ozone NAAQS was acceptable to fulfill the requirements of the November 7, 2022 reclassification rule (87 FR 60926).

CHAPTER 2: PERFORMANCE STANDARD MODELING FOR THE EXISTING DFW I/M PROGRAM SCENARIO AND FOR THE EPA ENHANCED PERFORMANCE STANDARD SCENARIO

2.1 MODELING BACKGROUND

The PSM analysis was performed in a manner consistent with all the SIP requirements for the DFW area and the EPA guidance document, *Performance Standard Modeling for New and Existing Vehicle Inspection and Maintenance (I/M) Programs Using the MOVES Mobile Source Emissions Model* (EPA-420-B-22-034, October 2022). This appendix provides documentation that supports the conclusion that the DFW area I/M program meets the Enhanced Performance Standard. This documentation includes:

- A description of the existing DFW area I/M program that includes the geographic scope, tests performed and inspection frequency, vehicles covered including model years, weight classes, fuel types, etc., and other coverage information such as waiver programs;
- A description of the Enhanced Performance Standard I/M program that includes the geographic scope, tests performed and inspection frequency, vehicles covered including model years, weight classes, fuel types, etc., and other coverage information such as waiver programs;
- A description of the analysis for 2023, an analysis year under both the 2008 and 2015 ozone NAAQS, the first MOVES3 PSM assessment completed for the DFW ozone nonattainment area;
- A reference to the emissions model, MOVES3.1, that is used;
- MOVES3.1 Run Specification (RunSpec) files – these files define the scope of the MOVES3.1 run by defining elements such as time period(s), geographical area, source types, etc. included in the modeling;
- MOVES3.1 Input Databases – input databases provide vehicle characteristics, vehicle activity, and other local conditions;
- MOVES3.1 Output Databases – output databases contain the results of the MOVES3.1 analysis; and
- Post-processing calculations that demonstrate how the I/M program meets the applicable performance standard in the I/M regulations.³

2.2 EXISTING DALLAS-FORT WORTH I/M PROGRAM

Texas established a vehicle emissions testing program on January 1, 1995, meeting the EPA's requirements for I/M programs. Enhanced vehicle emissions inspections were implemented in Collin, Dallas, Denton, and Tarrant Counties on May 1, 2002, and in Ellis, Johnson, Kaufman, Parker, and Rockwall Counties on May 1, 2003. I/M program requirements are codified in 30 Texas Administrative Code (TAC) Section 114, Subchapter C. The design elements of the DFW I/M program as codified in the TAC include:

- Subject Vehicles and Test Frequency: Gasoline vehicles model-year 2 to 24 years old are required to have an annual emissions inspection beginning with the vehicle's second anniversary.

³ *Id*

- Inspection Method: Model-year 1996 and newer vehicles are subject to on-board diagnostics (OBD) inspections.
- Timing: Annual test required.
- May 1, 2002: OBD inspections began in Collin, Dallas, Denton, and Tarrant Counties.
- May 1, 2003: OBD inspections began in Ellis, Johnson, Kaufman, Parker, and Rockwall Counties.
- Testing Network: All inspection stations are required to offer OBD inspections.
- Waivers: Waivers and time extensions are available for eligible vehicle owners.
- Vehicles must successfully pass both the emissions and safety portions of the inspection before receiving a passing vehicle inspection report, which is required in order to renew the vehicle's annual registration and obtain a vehicle registration sticker.

An I/M program is characterized in MOVES3.1 through a table in the input county database file called the *IMCoverageTable*. The MOVES3.1 inputs used in the *IMCoverageTable* for the existing DFW program scenario are consistent with the I/M program as currently in place and approved in the SIP. The input values used to model the DFW I/M program design requirements in MOVES3.1 are discussed in Section 2.5: *I/M Program Parameters for Input County Database Tables (IMCOVERAGETABLE)*.

2.3 MOVES3.1 RUN SPECIFICATION

The 2023 DFW PSM analysis included modeling of two scenarios:

1. Existing DFW program scenario - this scenario represents the I/M program that is covered by the DFW SIP and is consistent with all the 2023 DFW local area parameters, control measures, and the inputs that define the existing DFW I/M program; and
2. Enhanced Performance Standard benchmark scenario - this scenario models the EPA-defined Enhanced Performance Standard benchmark program and is consistent with all the 2023 DFW local area parameters, control measures, and an I/M program with the elements of the required I/M performance standard.

For the 2023 DFW PSM analysis using MOVES3.1, the MOVES3.1 graphical user interface (GUI) was used to develop run specification (RunSpec) files for each of the 18 DFW2008 ozone PSM scenarios, two I/M program scenarios for nine counties. The PSM RunSpec selections are:

- Description Panel: For each of the 18 MOVES3.1 scenarios (two I/M programs and nine counties) the description panel was used to document each of the two PSM scenarios for each of the nine counties within the DFW 2008 ozone nonattainment area required to operate an I/M program. Wise County does not have an I/M program.
- Scale Panel: On-road; County; and Inventory.
- Time Spans Panel: 2023; July; weekday; all hours.
- Geographic Bounds Panel: Nine geographic scenarios; for each scenario, one of the DFW 2008 ozone counties required to operate an I/M program was selected, Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant.
- On-road Vehicle Equipment Panel: All fuel type/source type combinations.

- Road Type Panel: All road types.
- Pollutants and Processes Panel: volatile organic compounds (VOC), nitrogen oxides (NO_x), all the pollutants and emission processes that MOVES3.1 needs to calculate VOC emissions, and with refueling emissions unchecked.
- General Output Panel: Output database specified with naming convention consistent with county, year, and PSM scenario; defined units as grams per mile; include distance traveled.
- Output Emissions Detail Panel: 24-hour day.
- Create Input Database Panel: existing input county databases (CDB) are selected, see Section 2.4: *MOVES3.1 Input County Databases*; the option to create an input CDB is not used for the DFW 2008 ozone PSM runs.
- Advanced Performance Features Panel: not used for PSM scenarios.

The MOVES3.1 run specification files are provided in Electronic Attachment 2: *MOVES3.1 Run Specification Files for DFWI/M Program PSM Using 2023 Analysis Year*.

2.4 MOVES3.1 INPUT COUNTY DATABASES

The input county databases for the 2023 DFW PSM assessment include local activity, local meteorology, and local fuel parameters for each of the eight DFW counties within the DFW 2008 ozone nonattainment area that are required to have an I/M program. The TCEQ developed, under contract to the Texas A&M Transportation Institute, MOVES3.1 input CDB files for each Texas county, for each MOVES3.1 analysis year. The MOVES3.1 input CDBs include local activity information consistent with the analysis year, local meteorological information, local fuel parameters, and existing I/M program parameters. Electronic Attachment 1: *MOVES3 On-Road Trend Emissions Inventories for 1990 and 1999 through 2060* is the Final Project Report and documents development of the county input CDBs used for the 2023 DFW 2008 ozone nonattainment area PSM modeling,

Two sets of input CDBs are required to complete the PSM MOVES3.1 runs: 1) input CDBs with the existing DFW I/M program, and 2) CDBs with the EPA's Enhanced Performance Standard I/M program. Both sets of input CDBs must include the local activity and conditions. MOVES3.1 input CDBs for each DFW county reflecting existing 2023 DFW control programs, local activity, and local conditions are used for the existing DFW I/M PSM scenario. For the benchmark EPA Enhanced Performance Standard PSM MOVES3.1 runs, all tables in the input CDB are the same except for the *IMCoverageTable*. The *IMCoverageTable* is modified for the benchmark runs to be consistent with the Enhanced Performance Standard program provided in the EPA guidance. A summary of the *IMCoverageTable* for each scenario is provided in Section 2.5 *I/M Program Parameters for Input County Database Table (IMCoverageTable)*.

The MOVES3.1 input county database files are provided in Electronic Attachment 3: *MOVES3.1 Input County Database Files for DFWI/M Program PSM Using 2023 Analysis Year*.

2.5 I/M PROGRAM PARAMETERS FOR INPUT COUNTY DATABASE TABLES (IMCOVERAGETABLE)

I/M programs are characterized in MOVES3.1 through an input called the *IMCoverageTable*. The *IMCoverageTable* consists of 13 parameters, including:

polProcessID; *stateID*; *countyID*; *yearID*; *sourceTypeID*; *fuelTypeID*; *IMProgramID*; *inspectFreq*; *testStandardsID*; *begModelYearID*; *endModelYearID*; *useIMyn*; and *complianceFactor*. The input parameters for the two 2023 DFW ozone nonattainment PSM scenarios are summarized in Table 2-1 and Table 2-2.

Table 2-1: DFW 2023 MOVES3.1 I/M Descriptive Inputs for Existing Program for Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant Counties for Modeling Year 2023

| Parameter Name | Values for First Specified Test | Values for Second Specified Test | Source Information |
|----------------------------|--|--|--|
| I/M Program ID | 20 | 24 | MOVES3.1 |
| Pollutant Process ID | 101, 102, 201, 202, 301, 302 | 112 | Annual testing; program specifications |
| Source Use Type | 21, 31, 32 | 21, 31, 32 | Annual testing; program specifications |
| Begin Model Year | 1999 | 1999 | Annual testing; program specifications |
| End Model Year | 2021 | 2021 | Annual testing; program specifications |
| Inspect Frequency | 1 | 1 | Annual testing; program specifications |
| Test Standards Description | Exhaust OBD Check | Evaporative Gas Cap and OBD Check | Annual testing; program specifications |
| Test Standards ID | 51 | 45 | MOVES3.1 |
| I/M Compliance | 94.00% for source use type 21, 90.35% for source use type 31 and 70.74% for source use type 32 | 94.00% for source use type 21, 90.35% for source use type 31 and 70.74% for source use type 32 | Latest available (2019) DFW I/M Program data for Compliance Rate, Waiver Rate and Failure Rate; and MOVES3.1 default values for RCCA See Section 2.6 |

Table 2-2: DFW 2023 MOVES3.1 I/M Descriptive Inputs for EPA’s Enhanced Performance Standard Program for Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant Counties for Modeling Year 2023

| Parameter Name | Values for First Specified Test | Values for Second Specified Test | Values for Third Specified Test | Source Information |
|----------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------------|
| I/M Program ID | 111 | 143 | 151 | MOVES3.1 |
| Pollutant Process ID | 101, 102, 301, 302 | 112 | 101, 102, 301, 302 | Enhanced Performance Standard Program |
| Source Use Type | 21, 31, 32 | 21, 31, 32 | 21, 31, 32 | Enhanced Performance Standard Program |
| Begin Model Year | 1968 | 2001 | 2001 | Enhanced Performance Standard Program |

| Parameter Name | Values for First Specified Test | Values for Second Specified Test | Values for Third Specified Test | Source Information |
|----------------------------|--|--|--|---------------------------------------|
| End Model Year | 2000 | 2022 | 2022 | Enhanced Performance Standard Program |
| Inspect Frequency | 1 | 1 | 1 | Enhanced Performance Standard Program |
| Test Standards Description | Unloaded Idle Test | Evaporative System OBD Check | Exhaust OBD Check | Enhanced Performance Standard Program |
| Test Standards ID | 11 | 43 | 51 | MOVES3.1 |
| I/M Compliance | fuelTypeID 1: 95.77% for source use type 21, 92.05%, for source use type 31, and 72.08% for source use type 32; fuelTypeID 5: 95.77% for all source use types | fuelTypeID 1: 95.77% for source use type 21, 92.05%, for source use type 31, and 72.08% for source use type 32; fuelTypeID 5: 95.77% for all source use types | fuelTypeID 1: 95.77% for source use type 21, 92.05%, for source use type 31, and 72.08% for source use type 32; fuelTypeID 5: 95.77% for all source use types | Enhanced Performance Standard Program |

2.6 SOURCES OF DATA FOR COMPLIANCE FACTOR CALCULATION

The calculation of the I/M program compliance factors is consistent with the definitions, equation, and recommendations in the most recent MOVES3 Technical Guidance, Section 4.9.6, *Compliance Factor*. The compliance factor entered in MOVES3.1 is calculated as:

$$CF = CR \times (1 - WR \times FR) \times RCCA$$

Where:

- CF = Compliance factor
- CR = Compliance rate
- WR = Waiver rate
- FR = Failure rate
- RCCA = Regulatory class coverage adjustment

For the existing program in the DFW area, the I/M program data used to obtain the failure rate, waiver rate, and compliance rate are from the TCEQ Mobile Source Programs Team based on I/M operating information for the 2019 calendar year, the most recent data available at the time of this assessment. The regulatory class coverage adjustment (RCCA) factors are from Appendix A of the most recent MOVES3 Technical Guidance. The results of the calculations are summarized in Table 2-3: *DFW Existing I/M Program Compliance Factors for MOVES3.1*.

Table 2-3: DFW Existing I/M Program Compliance Factors for MOVES3.1

| MOVES3.1 Modeling Parameter | Passenger Car | Passenger Truck | Light Commercial Truck |
|---|---------------|-----------------|------------------------|
| Compliance Rate (CR) | 94.00% | 94.00% | 94.00% |
| Waiver Rate (WR) | 0.13% | 0.13% | 0.13% |
| Failure Rate (FR) | 3.42% | 3.42% | 3.42% |
| Regulatory Class Coverage Adjustment (RCCA) | 100.00% | 96.12% | 75.26% |
| MOVES3.1 I/M Compliance Factor | 94.00% | 90.35% | 70.74% |

2.7 PROCESSING MODEL OUTPUT FOR THE ENHANCED PERFORMANCE STANDARD ASSESSMENT

Evaluating whether a proposed program meets the Enhanced Performance Standard requires showing that the proposed program grams per mile emission rates for NOx and VOC emissions are less than the emission rates of the benchmark program plus a 0.02 grams-per-mile buffer. To perform this evaluation, the TCEQ converted MOVES3.1 output emissions in grams per day to the equivalent grams per mile rate. The conversion is done using one of the Structured Query Language (SQL) scripts the EPA has provided within MOVES3.1 called *EmissionRates.sql*. The *EmissionRates.sql* script computes emissions in grams per mile based upon the output from the MOVES3.1 runs in grams per day.

After each MOVES3.1 run was completed, to access the *EmissionRates.sql* script, first, an output database was specified in the General Output panel of the MOVES3.1 GUI. Once the output database was specified, an option in the Post Processing menu in MOVES3.1 provides the *EmissionRates.sql* script. The *EmissionRates.sql* script takes information from the *movesactivityoutput* table and the *movesoutput* table in the output database and produces a new table in the output database called *movesrates*. Finally, the *emissionRate* column in the *movesrates* table provides the gram-per-mile rate for each pollutant.

The *EmissionRates.sql* results are included in the output county databases for each scenario. The MOVES3.1 output county database files are provided in Electronic Attachment 4: *MOVES3.1 Output County Database Files for DFW I/M Program PSM Using 2023 Analysis Year A* summary of the PSM results for the DFW ozone nonattainment area is provided in Chapter 3: *Summary of Results for Performance Standard Modeling*.

CHAPTER 3: SUMMARY OF RESULTS FOR PERFORMANCE STANDARD MODELING

The TCEQ performed MOVES3.1 runs and post-processing for the existing DFW I/M Program and the Enhanced Performance Standard. The assessment uses a 2023 analysis year. The PSM analysis includes each of the nine counties in the DFW 2008 ozone nonattainment area in which the DFW I/M program is required to operate. Wise County does not have an I/M program. All required documentation for the I/M program performance standard benchmark assessment is provided in Chapter 2: *Performance Standard Modeling for the Existing DFW I/M Program Scenario and for the EPA Enhanced Performance Standard Scenario.*

Evaluating whether an existing I/M program meets the Enhanced Performance Standard requires demonstrating that the existing program emission rates for NO_x and VOC do not exceed the benchmark program's emission rates plus a 0.02 grams-per-mile buffer. The analysis demonstrates that the existing DFW area I/M program emissions rates are lower than the performance standard benchmark-plus-buffer emission rates for every county with an I/M program in the DFW 2008 ozone nonattainment area. Therefore, the DFW area I/M program performance requirement is met. Summaries of the DFW 2008 ozone nonattainment area I/M PSM analysis are provided in:

- Table 3-1: *Summary of NO_x Performance Standard Evaluation for DFW 2008 Ozone Nonattainment Area Existing I/M Program;* and
- Table 3-2: *Summary of VOC Performance Standard Evaluation for DFW 2008 Ozone Nonattainment Area Existing I/M Program.*

Table 3-1: Summary of NO_x Performance Standard Evaluation for DFW 2008 Ozone Nonattainment Area Existing I/M Program

| County | I/M Program NO _x Emission Rate | I/M NO _x Performance Standard Benchmark | I/M NO _x Performance Standard Benchmark Plus Buffer | Does Existing Program Meet I/M Performance Standard? |
|----------|---|--|--|--|
| Collin | 0.25 | 0.25 | 0.27 | Yes |
| Dallas | 0.26 | 0.26 | 0.28 | Yes |
| Denton | 0.30 | 0.29 | 0.31 | Yes |
| Ellis | 0.40 | 0.40 | 0.42 | Yes |
| Johnson | 0.47 | 0.47 | 0.49 | Yes |
| Kaufman | 0.46 | 0.46 | 0.48 | Yes |
| Parker | 0.54 | 0.54 | 0.56 | Yes |
| Rockwall | 0.33 | 0.33 | 0.35 | Yes |
| Tarrant | 0.26 | 0.26 | 0.28 | Yes |

**Table 3-2: Summary of VOC Performance Standard Evaluation for DFW 2008
Ozone Nonattainment Area Existing I/M Program**

| County | I/M Program VOC Emission Rate | I/M VOC Performance Standard Benchmark | I/M VOC Performance Standard Benchmark Plus Buffer | Does Existing Program Meet I/M Performance Standard? |
|---------------|--|---|---|---|
| Collin | 0.17 | 0.17 | 0.19 | Yes |
| Dallas | 0.14 | 0.14 | 0.16 | Yes |
| Denton | 0.18 | 0.18 | 0.20 | Yes |
| Ellis | 0.14 | 0.14 | 0.16 | Yes |
| Johnson | 0.19 | 0.20 | 0.22 | Yes |
| Kaufman | 0.14 | 0.14 | 0.16 | Yes |
| Parker | 0.17 | 0.17 | 0.19 | Yes |
| Rockwall | 0.18 | 0.19 | 0.21 | Yes |
| Tarrant | 0.16 | 0.17 | 0.19 | Yes |