TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

AGENDA ITEM REQUEST

for Proposed State Implementation Plan Revision

AGENDA REQUESTED: 05/31/2023

DATE OF REQUEST: 05/12/2023

INDIVIDUAL TO CONTACT REGARDING CHANGES TO THIS REQUEST, IF NEEDED: Jamie Zech, Agenda Coordinator, (512) 239-3935

CAPTION: Docket No. 2023-0318-SIP. Consideration for publication of, and hearing on, the proposed Bexar County Inspection and Maintenance (I/M) State Implementation Plan (SIP) Revision.

The federal Clean Air Act requires moderate nonattainment areas to implement a basic vehicle I/M program. The proposed SIP revision would implement a vehicle I/M program in the Bexar County 2015 eight-hour ozone National Ambient Air Quality Standard nonattainment area by no later than November 1, 2026. The proposed associated 30 Texas Administrative Code (TAC) Chapter 114 rulemaking (Rule Project No. 2022-026-114-AI) expands the existing I/M program into the Bexar County 2015 ozone NAAQS nonattainment area.

This proposed SIP revision would also incorporate minor changes from a prior 30 TAC Chapter 114 rulemaking (Rule Project No. 2021-029-114-AI) that implemented applicable sections of Senate Bill 604, 86th Texas Legislature, 2019. (Brian Foster, Contessa N. Gay, Terry Salem; Rule Project No. 2022-027-SIP-NR)

Richard C. Chism
Director

Donna F. Huff
Division Deputy Director

Jamie Zech
Agenda Coordinator

Copy to CCC Secretary? NO ☒ YES ☐

Texas Commission on Environmental Quality
Interoffice Memorandum

To: Commissioners **Date:** May 12, 2023

Thru: Laurie Gharis, Chief Clerk
Erin E. Chancellor, Acting Executive Director

From: Richard Chism, Director *RCC*
Office of Air

Docket No.: 2023-0318-SIP

Subject: Commission Approval for Proposal of the Bexar County Inspection and Maintenance (I/M) State Implementation Plan (SIP) Revision

Background and reason(s) for the SIP revision:
On October 7, 2022, the United States Environmental Protection Agency (EPA) published notice of an action to reclassify Bexar County to moderate nonattainment for the 2015 eight-hour ozone National Ambient Air Quality Standard (NAAQS), effective November 7, 2022 (87 *Federal Register* (FR) 60897). Bexar County is subject to the moderate nonattainment requirements in federal Clean Air Act (FCAA), §182(b). The FCAA and 40 Code of Federal Regulations (CFR) Part 51, as amended, require a basic vehicle emissions inspection and maintenance (I/M) program in ozone nonattainment areas classified as moderate, so the state must implement an I/M program in Bexar County. Rulemaking is required to implement I/M and set the testing fee applicable in Bexar County, and a SIP revision is required to incorporate a Bexar County I/M program into the SIP. The rulemaking and SIP revision were due to EPA by January 1, 2023, and implementation of the I/M program is required by November 7, 2026.

Scope of the SIP revision:
This I/M SIP revision is being proposed in conjunction with the 30 Texas Administrative Code (TAC) Chapter 114 rulemaking concerning Expansion of Vehicle I/M to Bexar County and Removal of Six Dallas-Fort Worth Counties from the Regional Low Reid Vapor Pressure Gasoline Program (Project No. 2022-026-114-AI).

A.) Summary of what the SIP revision would do:
This proposed SIP revision would expand an I/M program to Bexar County beginning no later than November 1, 2026. The proposed SIP revision would add program-related definitions, identify vehicles in Bexar County that would be subject to vehicle emissions inspections, require emissions inspection stations in Bexar County to offer the on-board diagnostics (OBD) test approved by EPA, and establish the maximum fee that Bexar County emissions inspection stations may charge for the OBD test. The proposed SIP revision would also include I/M performance standard modeling for Bexar County as required by EPA.

This proposed SIP revision would also incorporate minor changes from a 30 TAC Chapter 114 rulemaking adopted March 30, 2022 (Rule Project No. 2021-029-114-AI) that implemented applicable sections of Senate Bill (SB) 604, 86th Texas Legislature, 2019. The adopted rulemaking related to expanding compliance options for the display of a vehicle's registration insignia.

B.) Scope required by federal regulations or state statutes:
The proposed SIP revision and associated rulemaking would implement an I/M program in Bexar County to satisfy the requirements of 40 CFR Part 51, Subpart S, §51.350(a)(4). Upon reclassification to moderate, Texas Health and Safety Code (THSC), §382.202 authorizes the Texas Commission on Environmental Quality (TCEQ) to implement an I/M program in Bexar County and set the maximum fee for the OBD test. The proposed SIP revision would also include I/M performance standard modeling for Bexar County as required by EPA.

C.) Additional staff recommendations that are not required by federal rule or state statute:
The proposed SIP revision would incorporate a previously adopted rulemaking into the I/M SIP. The rulemaking (Rule Project No. 2021-029-114-AI) was adopted to ensure that proof of compliance with I/M requirements are consistent between TCEQ, the Texas Department of Motor Vehicles (DMV), and the Texas Department of Public Safety (DPS) in response to SB 604, 86th Texas Legislature, 2019.

Statutory authority:
The authority to propose and adopt SIP revisions is derived from the following sections of THSC, Chapter 382, Texas Clean Air Act (TCAA), §382.002, which provides that the policy and purpose of the TCAA is to safeguard the state's air resources from pollution; TCAA, §382.011, which authorizes the commission to control the quality of the state's air; TCAA, §382.012, which authorizes the commission to prepare and develop a general, comprehensive plan for the control of the state's air; TCAA, §382.201, which provides specific definitions relevant to the commission's authority for vehicle emissions; TCAA, §382.202, which authorizes the commission to establish and implement vehicle emissions inspection and maintenance programs consistent with the FCAA; TCAA, §382.203, which provides authority regarding the vehicles subject to, or exempt from, vehicle emissions inspection and maintenance programs; TCAA, §382.205, which provides authority for the commission to adopt requirements for inspection equipment and procedures; TCAA, §382.207, which provides authority regarding inspection stations and quality control audits; and TCAA, §382.208, which provides authority regarding the development of transportation programs and other measures necessary to attain and maintain attainment of the NAAQS as well as to protect the public from exposure to hazardous air contaminants from motor vehicles.

This SIP revision is required by FCAA, §110(a)(1) and is proposed under the commission's general authority under Texas Water Code, §5.102, General Powers and §5.105, General Policy. The SIP revision is also proposed under 42 United States Code, §§7420 *et seq.*, and implementing rules in 40 CFR Part 51, which requires states to submit SIP revisions that specify the manner in which the NAAQS will be achieved and maintained within each air quality control region of the state.

Effect on the:

A.) **Regulated community:**
For vehicle inspection station owners, participation in the Bexar County I/M program would be voluntary. Station owners who opt to participate will be required to purchase or lease vehicle emissions inspection equipment needed to perform vehicle emissions inspections. The estimated purchase price of the vehicle emissions inspection equipment is between $6,895 and $7,450 per device whereas the estimated price to lease is approximately $200 per month. Station owners who choose not to participate may experience a reduction in the number of vehicles they inspect.

B.) Public:
Owners of vehicles subject to emissions testing in Bexar County will pay an increased fee at the time of inspection and will pay an increased state portion of the inspection fee at the time of vehicle registration. Vehicle owners with failing inspections will be required to repair emissions-related malfunctions and pay the associated repair costs prior to obtaining their vehicle registration.

C.) Agency programs:
Implementing a Bexar County I/M program requires operational changes to the system used to collect vehicle emissions inspection data but without additional cost and without additional

agency resources. TCEQ staff would coordinate implementation of a Bexar County I/M program with the DPS and the DMV.

Stakeholder meetings:
The TCEQ held a public information meeting on January 17, 2023 to provide information on implementation of the Bexar County I/M program. Attendees included owners of vehicle inspection stations and vehicle repair facilities located in Bexar County, local county and government officials, and members of the public.

Public Involvement Plan
Yes.

Alternative Language Requirements
Yes. Spanish.

Potential controversial concerns and legislative interest:
The current project timeline would allow for submission to EPA by the end of 2023, after EPA's January 1, 2023 submittal deadline for the associated rulemaking, to expand I/M to Bexar County. Missing the submittal deadline could lead to EPA issuing a finding of failure to submit prior to TCEQ's planned submittal, which would start sanctions and federal implementation plan (FIP) clocks. EPA would be required to promulgate a FIP anytime within two years after finding TCEQ failed to make the required submission, unless TCEQ submits, and EPA approves a plan revision correcting the deficiency prior to promulgating the FIP. Sanctions could include transportation funding restrictions, grant withholdings, and 2-to-1 emissions offset requirements for new construction and major modifications of stationary sources in the Bexar County 2015 ozone NAAQS nonattainment area.

Under a new I/M program, owners of vehicles subject to vehicle emissions inspections in Bexar County would incur increased inspection and registration fees. The Bexar County vehicle inspection station owners that opt to participate would incur the cost of the vehicle emissions inspection equipment. The Bexar County vehicle inspection station owners may be interested in changes to their area's maximum inspection fee.

Would this SIP revision affect any current policies or require development of new policies?
TCEQ staff does not anticipate that the proposed SIP revision will affect current policies or require development of new policies. The agency can handle the responsibilities with existing resources.

What are the consequences if this SIP revision does not go forward? Are there alternatives to revision?
If the proposed SIP revision and associated rulemaking are not adopted and submitted to EPA, the state would be subject to sanctions and a possible FIP imposed by EPA to implement a Bexar County I/M program where the state failed to do so. There are no alternatives to the proposed SIP revision and associated rulemaking with the reclassification of Bexar County to moderate nonattainment that the state may implement.

Key points in the proposal SIP revision schedule:
Anticipated proposal date: May 31, 2023
Anticipated public hearing date: July 13, 2023
Anticipated public comment period: June 2, 2023 through July 17, 2023
Anticipated adoption date: November 8, 2023

Re: Docket No. 2023-0318-SIP

Agency contacts:
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Office of General Counsel
Brian Foster
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REVISIONS TO THE STATE IMPLEMENTATION PLAN FOR
MOBILE SOURCE STRATEGIES

TEXAS INSPECTION AND MAINTENANCE STATE
IMPLEMENTATION PLAN

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY
P.O. BOX 13087
AUSTIN, TEXAS 78711-3087

BEXAR COUNTY INSPECTION AND MAINTENANCE STATE IMPLEMENTATION PLAN REVISION

PROJECT NUMBER 2022-027-SIP-NR

Proposal
May 31, 2023

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EXECUTIVE SUMMARY

On October 7, 2022, the United States Environmental Protection Agency (EPA) published notice of an action to reclassify Bexar County to moderate nonattainment for the 2015 eight-hour ozone National Ambient Air Quality Standard (NAAQS), effective November 7, 2022 (87 *Federal Register* (FR) 60897). Bexar County is subject to the moderate nonattainment requirements in federal Clean Air Act (FCAA), §182(b). The FCAA and 40 Code of Federal Regulations (CFR) Part 51, as amended, require a basic vehicle emissions inspection and maintenance (I/M) program in ozone nonattainment areas classified as moderate, so the state must implement an I/M program in Bexar County. Rulemaking is required to implement I/M and set the testing fee applicable in Bexar County; and a SIP revision is required to incorporate a Bexar County I/M program into the SIP. The rulemaking and SIP revision were due to the EPA by January 1, 2023, and implementation of the I/M program is required no later than November 7, 2026.

This I/M SIP revision is being proposed in conjunction with the 30 Texas Administrative Code (TAC) Chapter 114 rulemaking concerning the Expansion of Vehicle I/M to Bexar County and Removal of Six Dallas-Fort Worth (DFW) Counties from the Regional Low Reid Vapor Pressure (RVP) Gasoline Program (Project No. 2022-026-114-AI). This proposed SIP revision would incorporate into the SIP rules that would amend 30 TAC Chapter 114, Subchapters A and C, to add program-related definitions, identify vehicles in Bexar County that would be subject to vehicle emissions inspections, require emissions inspection stations in Bexar County to offer the on-board diagnostics (OBD) test approved by the EPA, and establish the maximum fee that Bexar County emissions inspection stations may charge for the OBD test.

This proposed SIP revision would also include I/M performance standard modeling for Bexar County as required by the EPA.

This proposed SIP revision would also incorporate minor changes from a 30 TAC Chapter 114 rulemaking adopted March 30, 2022 (Rule Project No. 2021-029-114-AI) that implemented applicable sections of Senate Bill 604, 86th Texas Legislature, 2019. That adopted rulemaking related to expanding compliance options for the display of a vehicle's registration insignia.

SECTION V: LEGAL AUTHORITY

General

The Texas Commission on Environmental Quality (TCEQ) has the legal authority to implement, maintain, and enforce the National Ambient Air Quality Standards (NAAQS) and to control the quality of the state's air, including maintaining adequate visibility.

The first air pollution control act, known as the Clean Air Act of Texas, was passed by the Texas Legislature in 1965. In 1967, the Clean Air Act of Texas was superseded by a more comprehensive statute, the Texas Clean Air Act (TCAA), found in Article 4477-5, Vernon's Texas Civil Statutes. In 1989, the TCAA was codified as Chapter 382 of the Texas Health and Safety Code. The TCAA is frequently amended for various purposes during the biennial legislative sessions.

Originally, the TCAA stated that the Texas Air Control Board (TACB) was the state air pollution control agency and was the principal authority in the state on matters relating to the quality of air resources. In 1991, the legislature abolished the TACB effective September 1, 1993, and its powers, duties, responsibilities, and functions were transferred to the Texas Natural Resource Conservation Commission (TNRCC). In 2001, the 77th Texas Legislature continued the existence of the TNRCC until September 1, 2013 and changed the name of the TNRCC to the TCEQ. In 2009, the 81st Texas Legislature, during a special session, amended section 5.014 of the Texas Water Code, changing the expiration date of the TCEQ to September 1, 2011, unless continued in existence by the Texas Sunset Act. In 2011, the 82nd Texas Legislature continued the existence of the TCEQ until 2023.

With the creation of the TNRCC (and its successor the TCEQ), the authority over air quality is found in both the Texas Water Code (TWC) and the TCAA. The general authority of the TCEQ is found in TWC, Chapter 5 and enforcement authority is provided by TWC, Chapter 7. TWC, Chapter 5, Subchapters A - F, H - J, and L, include the general provisions, organization, and general powers and duties of the TCEQ, and the responsibilities and authority of the executive director. TWC, Chapter 5 also authorizes the TCEQ to implement action when emergency conditions arise and to conduct hearings. The TCAA specifically authorizes the TCEQ to establish the level of quality to be maintained in the state's air and to control the quality of the state's air by preparing and developing a general, comprehensive plan. The TCAA, Subchapters A - D, also authorize the TCEQ to collect information to enable the commission to develop an inventory of emissions; to conduct research and investigations; to enter property and examine records; to prescribe monitoring requirements; to institute enforcement proceedings; to enter into contracts and execute instruments; to formulate rules; to issue orders taking into consideration factors bearing upon health, welfare, social and economic factors, and practicability and reasonableness; to conduct hearings; to establish air quality control regions; to encourage cooperation with citizens' groups and other agencies and political subdivisions of the state as well as with industries and the federal government; and to establish and operate a system of permits for construction or modification of facilities.

Local government authority is found in Subchapter E of the TCAA. Local governments have the same power as the TCEQ to enter property and make inspections. They also may make recommendations to the commission concerning any action of the TCEQ

that affects their territorial jurisdiction, may bring enforcement actions, and may execute cooperative agreements with the TCEQ or other local governments. In addition, a city or town may enact and enforce ordinances for the control and abatement of air pollution not inconsistent with the provisions of the TCAA and the rules or orders of the commission.

In addition, Subchapters G and H of the TCAA authorize the TCEQ to establish vehicle inspection and maintenance programs in certain areas of the state, consistent with the requirements of the federal Clean Air Act; coordinate with federal, state, and local transportation planning agencies to develop and implement transportation programs and measures necessary to attain and maintain the NAAQS; establish gasoline volatility and low emission diesel standards; and fund and authorize participating counties to implement vehicle repair assistance, retrofit, and accelerated vehicle retirement programs.

Applicable Law

The following statutes and rules provide necessary authority to adopt and implement the state implementation plan (SIP). The rules listed below have previously been submitted as part of the SIP.

Statutes

All sections of each subchapter are included with the most recent effective date, unless otherwise noted.

TEXAS HEALTH & SAFETY CODE, Chapter 382	September 1, 2021
TEXAS WATER CODE	September 1, 2021

Chapter 5: Texas Natural Resource Conservation Commission
- Subchapter A: General Provisions
- Subchapter B: Organization of the Texas Natural Resource Conservation Commission
- Subchapter C: Texas Natural Resource Conservation Commission
- Subchapter D: General Powers and Duties of the Commission
- Subchapter E: Administrative Provisions for Commission
- Subchapter F: Executive Director (except §§5.225, 5.226, 5.227, , 5.231, 5.232, and 5.236)
- Subchapter H: Delegation of Hearings
- Subchapter I: Judicial Review
- Subchapter J: Consolidated Permit Processing
- Subchapter L: Emergency and Temporary Orders (§§5.514, 5.5145, and 5.515 only)
- Subchapter M: Environmental Permitting Procedures (§5.558 only)

Chapter 7: Enforcement
- Subchapter A: General Provisions (§§7.001, 7.002, 7.0025, 7.004, and 7.005 only)
- Subchapter B: Corrective Action and Injunctive Relief (§7.032 only)
- Subchapter C: Administrative Penalties
- Subchapter D: Civil Penalties (except §7.109)
- Subchapter E: Criminal Offenses and Penalties: (§§7.177, 7.178-7.183 only)

Rules

All of the following rules are found in 30 Texas Administrative Code, as of the following latest effective dates:

Chapter 7: Memoranda of Understanding, §§7.110 and 7.119
December 13, 1996 and May 2, 2002, respectively

Chapter 19: Electronic Reporting — March 15, 2007
Subchapter A: General Provisions
Subchapter B: Electronic Reporting Requirements

Chapter 39: Public Notice
Subchapter H: Applicability and General Provisions, §§39.402(a)(1) – (a)(6), (a)(8), and (a)(10) – (a)(12); §§39.405(f)(3) and (g), (h)(1)(A), (h)(2) – (h)(4), (h)(6), (h)(8) – (h)(11), (i) and (j), §39.407; §39.409; §§39.411(a), (e)(1) - (4)(A)(i) and (iii), (4)(B), (e)(5) introductory paragraph, (e)(5)(A),(e)(5)(B), (e)(6) – (e)(10), (e)(11)(A)(i), (e)(11)(A)(iii)- (vi), (e)(11)(B) - (F), (e)(13) and (e)(15), (e)(16), (f) introductory paragraph, (f)(1) - (8), (g) and (h);39.418(a), (b)(2)(A), (b)(3), and (c); §39.419(e);39.420 (c)(1)(A) - (D)(i)(I) and (II), (c)(1)(D)(ii), (c)(2), (d) - (e), and (h), and Subchapter K: Public Notice of Air Quality Permit Applications, §§39.601 - 39.605 — September 16, 2021

Chapter 55: Requests for Reconsideration and Contested Case Hearings; Public Comment, all of the chapter, except §55.125(a)(5) and (a)(6) — September 16, 2021

Chapter 101: General Air Quality Rules — May 14, 2020

Chapter 106: Permits by Rule, Subchapter A — April 17, 2014

Chapter 111: Control of Air Pollution from Visible Emissions and Particulate Matter — November 12, 2020

Chapter 112: Control of Air Pollution from Sulfur Compounds — October 27, 2022

Chapter 114: Control of Air Pollution from Motor Vehicles — April 21, 2022

Chapter 115: Control of Air Pollution from Volatile Organic Compounds — July 22, 2021

Chapter 116: Control of Air Pollution by Permits for New Construction or Modification — July 1, 2021

Chapter 117: Control of Air Pollution from Nitrogen Compounds — March 26, 2020

Chapter 118: Control of Air Pollution Episodes — March 5, 2000

Chapter 122: Federal Operating Permits Program
§122.122: Potential to Emit — February 23, 2017

SECTION VI: CONTROL STRATEGY

A. Introduction (No change)
B. Ozone (No change)
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 (No change)
I. Site Specific (No change)
J. Mobile Sources Strategies (Revised)
    - Chapter 1: Inspection/Maintenance (Revised)
    - Chapter 2: Transportation Control Measures (No change)
    - Chapter 3: Vehicle Miles Traveled (No change)
    - Chapter 4: Clean Gasoline (No change)
K. Clean Air Interstate Rule (No change)
L. Transport (No change)
M. Regional Haze (No change)

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LIST OF ACRONYMS

ASM	acceleration simulation mode
BAR	Bureau of Automotive Repair
CFR	Code of Federal Regulations
CO	carbon monoxide
DFW	Dallas-Fort Worth
DMV	Texas Department of Motor Vehicles
DPS	Texas Department of Public Safety
EPA	United States Environmental Protection Agency
EDFW	extended Dallas-Fort Worth
FCAA	Federal Clean Air Act
FR	Federal Register
FTE	full-time equivalent
GVWR	gross vehicle weight rating
HB	House Bill
HC	hydrocarbon
HGB	Houston-Galveston-Brazoria
I/M	inspection and maintenance
METT	Mass Emissions Transient Testing
mph	miles per hour
NAAQS	National Ambient Air Quality Standard
NO_x	nitrogen oxides
OBD	on-board diagnostics
PSM	Performance Standard Modeling
QC	quality control
SB	Senate Bill
SIP	state implementation plan
TAC	Texas Administrative Code
TACB	Texas Air Control Board
TCAA	Texas Clean Air Act
TCEQ	Texas Commission on Environmental Quality (commission)
TMCP	Texas Motorist's Choice Program
TNRCC	Texas Natural Resource Conservation Commission

TSI	two-speed idle
TTC	Texas Transportation Code
TWC	Texas Water Code
VID	Vehicle Identification Database
VIR	Vehicle Inspection Report
VOC	volatile organic compounds
VRF	Vehicle Repair Form

LIST OF COMMONLY USED TERMS

Acceleration Simulated Mode (ASM) Inspection

An emissions inspection using a dynamometer (a set of rollers on which a test vehicle's tires rest) that applies an increasing load or resistance to the drive-train of a vehicle, thereby simulating actual tailpipe emissions of a vehicle as it is moving and accelerating. The ASM vehicle emissions inspection comprises two phases: (1) the 50/15 mode, where the vehicle is inspected on the dynamometer simulating the use of 50 percent of the vehicle's available horsepower to accelerate at a rate of 3.3 miles per hour (mph) at a constant speed of 15 mph, and (2) the 25/25 mode, where the vehicle is inspected on the dynamometer simulating the use of 25 percent of the vehicle's available horsepower to accelerate at a rate 3.3 mph at a constant speed of 25 mph.

Austin-Round Rock Program Area

In coordination with the commission, the Texas Department of Public Safety (DPS) administers the vehicle inspection and maintenance (I/M) program contained in the Austin Early Action Compact. This program area consists of Travis and Williamson Counties.

Bexar County Program Area

In coordination with the commission, DPS administers the vehicle emissions I/M program contained in the Texas I/M SIP. This program area consists of Bexar County.

Candidate Analyzer

Vehicle inspection equipment submitted by the manufacturer to the TCEQ's executive director for approval to be used in the vehicle emissions I/M program.

Dallas-Fort Worth (DFW) Program Area

In coordination with the commission, the DPS administers the I/M program contained in the Texas I/M state implementation plan (SIP). This program area consists of the following counties: Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant.

El Paso Program Area

In coordination with the commission, the DPS administers the vehicle emissions I/M program contained in the Texas I/M SIP. This program area consists of El Paso County.

Emissions Tune-Up

A basic tune-up along with functional checks and any necessary replacement or repair of emissions control components.

Exhaust Gas Analyzer

A device used to measure the amount of emission gases in an exhaust sample.

Fleet Vehicle

Any motor vehicle operated as a member of a group of motor vehicles belonging to a single non-household entity; any state or local government motor vehicle, including a motor vehicle exempted from payment of a registration fee and issued a specially designated license plate; or any federal government motor vehicle, except for a tactical military vehicle.

Full-Time Equivalent (FTE) Employee

In this SIP revision, an FTE is calculated by adding the time each inspector spends on vehicle inspections and dividing by 50 weeks per year. For example, if a station employed 25 individuals, but each employee only worked on vehicle inspections two weeks worth of time per year, this station employed one FTE.

Gas Cap Integrity Inspection

A fuel cap inspection that determines whether or not the vehicle's gas cap or gas caps are functioning as designed.

High Emitter

A vehicle whose measured tailpipe emissions levels exceed recommended testing standards.

Houston-Galveston-Brazoria (HGB) Program Area

In coordination with the commission, the DPS administers the vehicle emissions I/M program contained in the Texas I/M SIP. This program area consists of the following counties: Brazoria, Fort Bend, Galveston, Harris, and Montgomery.

I/M Program

A vehicle emissions inspection program as defined by the United States Environmental Protection Agency (EPA) that includes, but is not limited to, the use of computerized emissions analyzers, on-road testing, on-board diagnostic (OBD) inspections, and/or inspection of vehicle emissions devices.

Low-Volume Emissions Inspection Station

A vehicle emissions inspection station that meets all criteria for obtaining a low-volume waiver from the DPS.

Minor Non-Programmatic Modifications

Minor non-programmatic modifications to the analyzer specifications include but are not limited to updates to accommodate new technology vehicles, enhancements

to the method of collecting inspection data, and updates to internal reference tables. Modifications resulting in additional costs to vehicle inspection station owners will not be considered minor non-programmatic modifications.

On-Board Diagnostics (OBD)

The computer system installed in a vehicle by the manufacturer, which monitors the performance of the vehicle's emissions control equipment, fuel metering system, and ignition system for the purpose of detecting a malfunction or deterioration in performance that would be expected to cause the vehicle not to meet emissions standards.

Single Sticker Transition Date

The transition of the single sticker system is the later of March 1, 2015 or the date that the Texas Department of Motor Vehicles (DMV) and DPS concurrently implemented the single sticker system required by Texas Transportation Code §502.047.

Two-Speed Idle (TSI) Inspection

A measurement of the tailpipe exhaust emissions of a vehicle while the vehicle idles, first at a lower speed and then again at a higher speed.

Texas Department of Motor Vehicles (DMV)

A state agency created by the 81st Texas Legislature, 2009, Regular Session from divisions formerly included in the Texas Department of Transportation.

Vehicle Emissions Inspection Station

A facility certified to conduct an emissions inspection for a vehicle and issue a certificate of emissions inspection.

Vehicle Identification Database (VID)

A database management system that maintains specified vehicle data and emissions inspection information.

Vehicle Inspection Report (VIR)

The printout created after an emissions inspection that displays inspection results, vehicle information, and pass/fail status.

Vehicle Registration

Vehicles that meet the registration requirements of the DMV in 43 Texas Administrative Code §217.22 relating to Motor Vehicle Registration or Texas Transportation Code Chapter 502 relating to Registration of Vehicles.

Vehicle Registration Insignia Sticker

The sticker issued through the DMV to be affixed on the windshield of a vehicle compliant with DMV regulations. Beginning on the single sticker transition date, as defined in this section, the vehicle registration insignia sticker will be used as proof of compliance with I/M program requirements, the DMV's rules and regulations governing vehicle registration, and the DPS's rules and regulations governing safety inspections.

Vehicle Repair Form (VRF)

A printout that includes a description of emissions repairs actually performed and emissions repairs that were recommended, but not performed. The VRF is the primary document used by any motorist seeking a waiver.

IDENTIFICATION OF PREVIOUSLY ADOPTED SIP REVISIONS

This document references specific state implementation plan (SIP) revisions that were previously adopted by the commission and submitted to the United States Environmental Protection Agency. The following list identifies how these SIP revisions are referenced within this document and contains the project number, adoption date, full title, and a hyperlink for each SIP revision.

2013 I/M SIP Revision (TCEQ Project No. 2013-041-SIP-NR, adopted February 12, 2014) Inspection and Maintenance (I/M) SIP Revision (https://wayback.archive-it.org/414/20210529044527/https:/www.tceq.texas.gov/assets/public/implementation/air/sip/sipdocs/2013-035-IM/13041SIP_ado.pdf)

2009 I/M SIP Revision (TCEQ Project No. 2009-035-SIP-NR, adopted November 18, 2010) Inspection and Maintenance (I/M) SIP Revision (https://wayback.archive-it.org/414/20210529044543/https://www.tceq.texas.gov/assets/public/implementation/air/sip/sipdocs/2009-035-IM/09035SIP-ado-rtc.pdf)

2005 I/M SIP Revision (TCEQ Project No. 2005-026-SIP-EN, adopted October 26, 2005) Inspection and Maintenance (I/M) SIP Revision (https://wayback.archive-it.org/414/20210529044555/https://www.tceq.texas.gov/assets/public/implementation/air/sip/sipdocs/2005-026-IM/05026114imsipado.pdf)

LIST OF TABLES

LIST OF APPENDICES

Appendix	Appendix Name
Appendix A	*Federal Register Part VII*, United States Environmental Protection Agency, 40 Code of Federal Regulations Part 51, Inspection/Maintenance Program Requirements; Final Rule, November 5, 1992, and Flexibility Amendments, September 18, 1995 (No change)
Appendix B	Texas Health and Safety Code, Subtitle C, Air Quality, Revised 78th Texas Legislature, 2003 (No change)
Appendix C	House Bill 2134 by 77th Texas Legislature amendment to the Texas Health and Safety Code. Chapter 382, Health and Safety Code, was amended by adding Subchapter G, and §382.037 to §382.039 Health and Safety Code, were transferred to new Subsection G and renumbered as §§382.202 - 382.208 (No change)
Appendix D	Texas Commission on Environmental Quality (TCEQ) Regulation, 30 Texas Administrative Code, Chapter 114, Control of Air Pollution From Motor Vehicles, Adopted (No change)
Appendix E	TCEQ Appropriations for Fiscal Years 2004 and 2005. Texas Department of Public Safety, Appropriations for Fiscal Years 2004 and 2005. State of Texas, Text of Conference Committee Report, House Bill 1 (General Appropriations Act), 78th Legislature, Regular Session (No change)
Appendix F	TCEQ, Request for Offer for the Design, Construction, and Operation of the Texas Information Management System for the State of Texas, June 22, 2001 (No change)
Appendix G	Reserved (No change)
Appendix H	Texas Transportation Code, §547.604 and §547.605 and Chapter 548, Compulsory Inspection of Vehicles (No change)
Appendix I	Rules and Regulations for Official Vehicle Inspection Stations and Certified Inspectors, Texas Department of Public Safety, January 1, 2003 (No change)
Appendix J	Texas Department of Transportation, Vehicle Titles and Registration Division, 2000 Summer Research Project Parking Lot Survey Report, March 2003 (No change)
Appendix K	Reserved (No change)
Appendix L	Texas Natural Resources Conservation Commission and Texas Department of Public Safety Memorandum of Understanding, January 22, 1997 (No change)

Note: The narrative from the 2005 SIP revision refers to an Appendix M (Technical Supplement), but it was included in that SIP revision as Attachment A. Refer to Attachment A for information about the Technical Supplement.

LIST OF ATTACHMENTS

Attachment	Attachment Name
Attachment A	Technical Supplement: Inspection and Maintenance Performance Standards for Low-Enhanced Program Areas (No change)
Attachment B	Inspection and Maintenance (I/M) Program Performance Standard Modeling (PSM) for the Proposed I/M Program in the Bexar County 2015 Ozone Nonattainment Area (New)

CHAPTER 1: GENERAL

1.1 PURPOSE (NO CHANGE FROM 2009 I/M SIP REVISION)

1.2 BACKGROUND (UPDATED)

Emissions inspections began in Texas on July 1, 1984, with the implementation of an anti-tampering check and parameter program in Harris County. The program involved an enhanced visual inspection of required emissions components and a tailpipe inspection for lead using plumtesmo test strips. On January 1, 1986, the parameter program was expanded to include El Paso County.

Beginning January 1, 1987, based on federal air quality standards, El Paso became the first county in Texas to use a vehicle exhaust emissions analyzer to inspect vehicle exhaust emissions. A Bureau of Automotive Repair (BAR)-84 low-speed idle four-gas analyzer was used to detect carbon monoxide (CO) and hydrocarbons (HC). At the same time, the parameter program expanded to include Dallas and Tarrant Counties. On April 1, 1990, Dallas and Tarrant Counties began inspecting vehicles for HC and CO using BAR-90 low speed idle four-gas analyzers.

The 73rd Texas Legislature, 1993, passed legislation requiring a loaded-mode IM 240 centralized emissions inspection, and as a result the Texas Department of Public Safety (DPS) ceased emissions inspections on December 31, 1994. The centralized emissions inspection program administered by the Texas Commission of Environmental Quality (TCEQ) started on January 1, 1995 but was terminated in early February 1995 by the 74th Texas Legislature, 1995.

Senate Bill (SB) 178, 74th Texas Legislature, 1995, required the TCEQ, in cooperation with the DPS, to establish and implement a decentralized vehicle emissions inspection program. The bill required the DPS to resume the previous emissions inspection program in Dallas, Tarrant, El Paso, Denton, Collin, and Harris Counties until a new decentralized emissions program could be developed. On July 1, 1995, the DPS resumed the previous emissions inspection program in these counties. SB 178 also required the governor to adopt a new vehicle emissions inspection program after negotiating with the United States Environmental Protection Agency (EPA). Based on modeling by the TCEQ and input by the DPS, the governor announced the details of the decentralized Texas Motorist's Choice Program (TMCP) in November 1995.

As the TMCP was being developed, the EPA finalized the I/M Flexibility Amendments on November 28, 1995. States were allowed flexibility in designing an I/M program that would meet one of the three program standards: a basic, low-enhanced, or high-enhanced performance standard. The rule also allowed nonattainment areas with an urbanized area of less than 200,000 people to opt out of the vehicle emissions testing program if the area could meet other federal Clean Air Act (FCAA) requirements. In addition, the rule allowed states to authorize low-income time extensions more than once in the life of a vehicle and allowed some emissions-related repairs, performed 60 days or less prior to an initial emissions inspection failure, to be allowed in calculating costs for minimum expenditure waivers.

On July 1, 1996, the first component of the TCMP began in Dallas and Tarrant Counties. The first component of the program involved software upgrades to

accommodate real-time communication with a vehicle inspection database. The full TCMP began in Dallas and Tarrant Counties on October 1, 1996. The program involved a low-speed and high-speed idle inspection known as two-speed idle (TSI), enhanced hardware and software, gas cap leak check, recognized emissions repair facilities, dial-up database verification of inspection history, and automated recording of safety inspections. On January 1, 1997, the TMCP expanded to include Harris and El Paso Counties.

In order to increase the emissions reductions for the I/M program, beginning May 1, 2002, Texas transitioned to a low-enhanced program using on-board diagnostics (OBD) inspections for 1996 and newer model-year vehicles, and acceleration simulation mode (ASM) inspections for pre-1996 model-year vehicles in Collin, Dallas, Denton, Tarrant Counties in the Dallas-Fort Worth (DFW) area and Harris County in the Houston-Galveston-Brazoria (HGB) area. On May 1, 2003, the program was expanded to include Ellis, Johnson, Kaufman, Parker, and Rockwall Counties in the DFW area and Brazoria, Fort Bend, Galveston, and Montgomery Counties in the HGB area.

On January 1, 2007, El Paso County transitioned to a low-enhanced program using OBD inspections for 1996 and newer model-year vehicles and continued TSI inspections on pre-1996 model-year vehicles. Additionally, all vehicle emissions inspection stations in the El Paso area are required to offer both TSI and OBD inspections.

On December 31, 2010, the vehicle emissions inspection limit for low-volume emissions inspection stations changed to comply with the requirements of Section 1 of House Bill (HB) 715, 81st Texas Legislature, 2009, Regular Session. The vehicle emissions inspection limit for stations that only offer emissions inspections on 1996 and newer model-year vehicles had been a component of the I/M program in the DFW and HGB areas since 2002. Low-volume emissions inspection stations could perform up to 1,200 OBD inspections per year. Section 1 of HB 715 revised Texas Transportation Code, §548.3075 to prevent the DPS from restricting low-volume emissions inspection stations to fewer than 150 OBD inspections per month.

HB 2305, 83rd Texas Legislature, 2013, Regular Session required TCEQ, in cooperation with the DPS and the Texas Department of Motor Vehicles (DMV), on a date no sooner than March 1, 2015 to:

- Transition the I/M program from a dual inspection and registration sticker system to a single registration sticker by eliminating the use of the safety and emissions inspection windshield certificate or sticker;
- Verify compliance with inspection requirements using the vehicle inspection report or vehicle registration sticker instead of the current safety and emissions inspection windshield sticker;
- Require vehicles to pass the vehicle safety and emissions inspection no more than 90 days prior to the expiration of the vehicle's registration instead of on the expiration of the vehicle's safety and emissions inspection windshield sticker;
- Replace the TCEQ with the DPS as the entity providing information on compliant vehicles to the DMV; and
- Collect the state portion of the safety and emissions inspection fee at the time of registration by the DMV or county tax assessor-collector instead of at the time of inspection by the emissions inspection station.

SB 604, 86th Texas Legislature, 2019 required the TCEQ to edit 30 Texas Administrative Code Chapter 114 to be consistent with the Texas Transportation Code relating to the display of a vehicle's registration insignia for certain commercial fleet or governmental entity vehicles on a digital license plate in lieu of attaching the registration insignia sticker to the vehicle's windshield.

This proposed state implementation plan (SIP) revision incorporates modifications to expand the I/M program into Bexar County and use OBD inspections for vehicles subject to I/M program requirements beginning November 1, 2026. Additionally, all vehicle emissions inspection stations in Bexar County will be required to offer the OBD inspections.

1.3 HEALTH EFFECTS (UPDATED)

In 2015, the EPA revised the primary eight-hour ozone National Ambient Air Quality Standard (NAAQS) to 0.070 parts per million (ppm). To support the 2015 eight-hour primary ozone standard, the EPA provided information that suggested that health effects may potentially occur at levels lower than the previous 0.075 ppm standard. Breathing relatively high levels of ground-level ozone can cause acute respiratory problems like cough and decreases in lung function and can aggravate the symptoms of asthma. Repeated exposures to high levels of ozone can potentially make people more susceptible to allergic responses and lung inflammation.

Children are at a relatively higher risk from exposure to ozone when compared to adults since they breathe more air per pound of body weight than adults and because children's respiratory systems are still developing. Children also spend a considerable amount of time outdoors during summer and during the start of the school year (August through October) when elevated ozone levels are typically measured. Adults most at risk from exposures to elevated ozone levels are people working or exercising outdoors and individuals with preexisting respiratory diseases.

In 2011, the EPA determined to retain the CO NAAQS one-hour standard of 35 ppm and the eight-hour standard of 9 ppm. CO binds to blood hemoglobin, which decreases the oxygen-carrying capacity of the blood. This condition can aggravate underlying cardiovascular conditions and can decrease exercise tolerance in persons with cardiovascular problems. Individuals with angina and coronary heart disease are particularly susceptible to CO toxicity. Other populations at potential risk are individuals with pre-existing respiratory diseases, e.g., chronic obstructive pulmonary disease (COPD), anemia, or diabetes. Also, infants, fetuses, and the elderly are particularly susceptible to CO poisoning. Some emissions from motor vehicles include VOC such as benzene, formaldehyde, and 1,3-butadiene, which are air toxins that may cause cancer and have other adverse health effects.

1.4 PUBLIC HEARING AND COMMENT INFORMATION (UPDATED)

The commission will hold a public hearing for this proposed SIP revision at the following time and location:

Table 1-1: Public Hearing Information

City	Date	Time	Location
San Antonio	July 13, 2023	7:00 pm	Alamo Area Council of Governments 2700 NE Loop 410, Suite 101 San Antonio, TX 78217

The public comment period will open on June 16, 2023 and close on July 17, 2023. Written comments will be accepted via mail, fax, or through the TCEQ Public Comment system (https://tceq.commentinput.com/). File size restrictions may apply to comments being submitted via the TCEQ Public Comment system. All comments should reference the "Bexar County I/M SIP Revision" and should reference Project Number 2022-027-SIP-NR. Comments submitted via hard copy may be mailed to Alison Stokes, MC 206, State Implementation Plan Team, Air Quality Division, Texas Commission on Environmental Quality, P.O. Box 13087, Austin, Texas 78711-3087 or faxed to (512) 239-4808. Comments submitted electronically must be submitted through the TCEQ Public Comment system. Comments must be received by 11:59 pm on July 17, 2023.

1.5 SOCIAL AND ECONOMIC CONSIDERATIONS (NO CHANGE FROM 2009 I/M SIP REVISION)

1.6 FISCAL AND MANPOWER RESOURCES (NO CHANGE FROM 2009 I/M SIP REVISION)

CHAPTER 2: APPLICABILITY

2.1 LEGAL AUTHORITY (NO CHANGE FROM 2009 I/M SIP REVISION)

2.2 AREA DESIGNATIONS (UPDATED)

The federal Clean Air Act (FCAA) and 40 Code of Federal Regulations (CFR), Part 51, as amended, require an enhanced vehicle emissions inspection program in ozone nonattainment areas classified as serious, severe, or extreme nonattainment, or in carbon monoxide (CO) nonattainment areas classified moderate or serious. The FCAA and 40 CFR, Part 51, as amended, also require a basic vehicle emissions inspection program in ozone nonattainment areas classified as moderate nonattainment. Official designations can be found at 40 CFR, Part 81. Maintenance plans to prevent anti-backsliding would be developed to ensure continued attainment with the ozone and CO National Ambient Air Quality Standards (NAAQS) when a nonattainment area is subsequently redesignated to attainment.

2.3 PERFORMANCE STANDARD (UPDATED)

Title 40 CFR §51.351 allows areas that can meet the reasonable further progress requirements with a less stringent inspection and maintenance (I/M) program to develop a program that is more responsive to motorists' concerns. Texas elected to implement a low-enhanced I/M program in each area that would meet or exceed the United States Environmental Protection Agency's (EPA) low-enhanced performance standard or the EPA's basic performance standard. The EPA's low-enhanced performance standard consists of annual centralized or decentralized two-speed idle (TSI) inspections, and visual inspections of emissions control devices for all subject light-duty vehicles and trucks up to 8,500 pounds gross vehicle weight rating (GVWR). The EPA's basic performance standard consists of annual centralized or decentralized TSI inspections but no visual inspections of emissions control devices for all subject light-duty vehicles up to 8,500 pounds GVWR. Additional credit may be given for acceleration simulation mode (ASM) inspections, on-board diagnostics (OBD) inspections, remote sensing, and a technician training and certification program. In addition, OBD inspections are required by FCAA, §182(c)(3)(vii) and §202(m)(3), in addition to 40 CFR Parts 51 and 85.

2.4 APPLICABLE AREAS (UPDATED)

2.4.1 Beaumont-Port Arthur (No change)

2.4.2 Dallas-Fort Worth (No change)

2.4.3 Houston-Galveston-Brazoria (No change)

2.4.4 El Paso (No change)

2.4.5 Bexar County (New)

Under the 2015 eight-hour ozone NAAQS, Bexar County was reclassified as a moderate nonattainment area effective November 7, 2022. Bexar County is subject to the moderate nonattainment requirements in FCAA, §182(b) and 40 CFR Part 51, as amended, which include implementation of a basic vehicle emissions I/M program.

Pending adoption of this state implementation plan revision and associated rulemaking to 30 Texas Administrative Code Chapter 114 (Rule Project No. 2022-026-114-AI), on November 1, 2026, the I/M program will expand into Bexar County and use OBD inspections for vehicles subject to I/M program requirements. Additionally, all

vehicle emissions inspection stations in Bexar County will be required to offer the OBD inspections.

CHAPTER 3: INSPECTION AND MAINTENANCE PERFORMANCE STANDARDS

3.1 GENERAL (NEW)

The Texas Commission on Environmental Quality (TCEQ) and the Texas Department of Public Safety have implemented an inspection and maintenance (I/M) program that meets or exceeds the low-enhanced I/M performance standard required by 40 Code of Federal Regulations (CFR), Part 51. The I/M program requires on-board diagnostics (OBD) inspections in the Dallas-Fort Worth (DFW), Houston-Galveston-Brazoria (HGB) and El Paso County program areas. On November 1, 2026, pending adoption of this state implementation plan (SIP) revision and associated rulemaking to 30 Texas Administrative Code (TAC) Chapter 114 (Rule Project No. 2022-026-114-AI), the I/M program will begin using OBD inspections in Bexar County.

The I/M program is designed to offset nitrogen oxides (NO_X) increases resulting from the repair of hydrocarbon and carbon monoxide failures as required by 40 CFR §51.351 and 40 CFR §51.352. The commission audits repair data to determine any potential increases in NO_X emissions as a result of repairing failed vehicles.

3.2 MODELING REQUIREMENTS (NEW NUMBERING STRUCTURE)

3.2.1 Historical Performance Modeling (New Section, Historic Text)

The commission used the United States Environmental Protection Agency's (EPA) MOBILE6.2 model to produce emissions factors for the EPA low-enhanced performance standards and the emissions factors for each pollutant and applicable evaluation year for the I/M program areas subject to performance standard modeling requirements.[1] The technical supplement for this proposed SIP revision describes modeling run outputs using gram-per-mile calculations for each I/M program area and is contained in Attachment A: *Technical Supplement: Inspection and Maintenance Performance Standards for Low-Enhanced Program Areas*.

3.2.2 Current Performance Standard Modeling (PSM) (New)

On October 7, 2022, the EPA published the final notice of Determinations of Attainment by the Attainment Date, Extensions of the Attainment Date, and Reclassification of Areas Classified as Marginal for the 2015 Ozone National Ambient Air Quality Standards (NAAQS) (87 FR 60897). This rule requires states to provide a demonstration that the existing or proposed 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.

As part of this proposed SIP revision, the TCEQ is proposing a vehicle emissions testing program for Bexar County to meet the EPA's requirements for I/M programs in

[1] The Austin-Round Rock I/M program is not subject to performance standard modeling requirements because the area is designated attainment/unclassifiable for all NAAQS.
[2] The El Paso I/M program is not subject to performance standard modeling requirements because the area is classified as marginal for the 2015 eight-hour ozone NAAQS.

moderate ozone nonattainment areas. The program implementation year is 2026. Texas I/M program requirements are codified in 30 TAC Chapter 114, Subchapter C.

The TCEQ performed the required performance standard modeling analysis of the Bexar County 2015 ozone NAAQS 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). The TCEQ specifically used the basic performance standard that reflects the I/M program design elements as specified in 40 CFR §51.352(e). The assessment uses a 2026 analysis year, the Bexar County program implementation year under the 2015 ozone NAAQS. The PSM analysis was performed for Bexar County, which comprises the Bexar County 2015 ozone NAAQS nonattainment area. A summary of the 2026 I/M PSM analysis is provided in Table 3-1: *Summary of the Performance Standard Evaluation for the Bexar County 2015 Ozone NAAQS Nonattainment Area Proposed I/M Program.*

Evaluating whether a proposed I/M program meets the basic performance standard requires demonstrating that the proposed program emissions for NO_x and volatile organic compounds (VOC) do not exceed the benchmark program's emissions. The analysis demonstrates that the proposed Bexar County area I/M program emissions are lower than the performance standard benchmark emissions. Therefore, the Bexar County area I/M program performance requirement is met.

All required documentation for the I/M program performance standard benchmark assessment is available in Attachment B: *Inspection and Maintenance (I/M) Program Performance Standard Modeling (PSM) for the Proposed I/M Program in the Bexar County 2015 Ozone NAAQS Nonattainment Area.*

Table 3-1: Summary of the Performance Standard Evaluation for the Bexar County 2015 Ozone NAAQS Nonattainment Area Proposed I/M Program (tons per day)

Pollutant	Proposed I/M Program Emissions	Performance Standard Benchmark Basic I/M Program Emissions	Does Proposed Program Meet I/M Performance Standard?
NO_x	15.01	15.16	Yes
VOC	8.85	9.41	Yes

The TCEQ also performed performance standard modeling analyses of the DFW and HGB 2015 ozone NAAQS moderate nonattainment areas using the requirements in the EPA's guidance document. The analysis and results for the DFW area are discussed in the proposed the DFW Moderate Area Attainment Demonstration SIP Revision for the 2015 Eight-Hour Ozone NAAQS (Project No. 2022-021-SIP-NR) being developed in conjunction with this proposed I/M SIP revision. The analysis and results for the HGB area are discussed in the proposed the HGB Moderate Area Attainment Demonstration SIP Revision for the 2015 Eight-Hour Ozone NAAQS (Project No. 2022-022-SIP-NR).

CHAPTER 4: NETWORK TYPE AND PROGRAM EVALUATION

4.1 NETWORK TYPE (UPDATED)

In the 1990s, Texas implemented a decentralized inspection and maintenance (I/M) network in Dallas and Tarrant Counties in the Dallas-Fort Worth (DFW) area, Harris County in the Houston-Galveston-Brazoria (HGB) area, and El Paso County in the El Paso area. On May 1, 2002, the I/M program expanded to include Collin and Denton Counties in the DFW area, and beginning May 1, 2003, the I/M program expanded to include Ellis, Johnson, Kaufman, Parker, and Rockwall Counties in the DFW area and Brazoria, Fort Bend, Galveston, and Montgomery Counties in the HGB area. Beginning November 1, 2026, the network will expand into Bexar County.

The decentralized network allows motorists a choice of test-and-repair or test-only facilities that offer the required emissions and gas cap integrity inspections. Test-only facilities may offer other services for the convenience of their customers, such as, but not limited to, oil changes, self-serve gasoline, and any other items that are not related to automotive parts, sales, and/or service. Test-and-repair facilities may offer a wide range of repairs and services for the convenience of their customers. This network design allows motorists a choice of testing facilities offering a variety of services with no difference in test fees based on facility type. In addition, the commission has implemented an online data communications system that assists in monitoring inspection results by facility type and allows for extensive data analysis.

On February 8, 1999, the commission submitted the Short Term Program Effectiveness - 18-Month Evaluation of the Texas Vehicle Emissions Testing Program that demonstrated the state's decentralized test-only and test-and-repair network is comparable to a centralized test-only network. In the July 24, 2000 issue of the *Federal Register* (FR), the United States Environmental Protection Agency (EPA) published Additional Flexibility Amendments to Vehicle Inspection Maintenance Program Requirements; Final Rule (65 FR 45532). The automatic effectiveness credit discount for decentralized test-and-repair networks referenced in 40 Code of Federal Regulations §51.353(b) was deleted. For these reasons, the commission modeled the I/M program with the assumption of a centralized network so that the automatic discount would not be applied by the model and 100 percent effectiveness credit would be given.

4.2 PROGRAM EVALUATION (UPDATED)

On October 12, 2000, the commission submitted the first Mass Emissions Transient Testing (METT) report to EPA. The METT is an ongoing evaluation of the I/M program consistent with EPA requirements to quantify the emissions reduction benefits for the Texas I/M Program. The commission commits to reporting the results of the evaluation to EPA on a biennial basis. The evaluation consists of:

(1) Surveys that assess the effectiveness of repairs performed on vehicles that failed the emissions and gas cap integrity test;
(2) Measurement of tampering rates, their change over time, and the change attributable to finding and fixing such tampering as opposed to deterrence effects; and

(3) Results of covert surveys of inspector effectiveness as it relates to identifying vehicles that need repair.

METT is the method for evaluating enhanced I/M programs prescribed by EPA. The method uses transient testing, or loaded-mode testing on a dynamometer, to simulate actual driving conditions, and expresses emissions using a mass-based measurement in grams. To meet METT requirements, the state will test and evaluate a random sample of in-fleet vehicles following FCAA requirements for I/M program evaluations as amended by EPA on January 8, 1998 (40 Code of Federal Regulations (CFR) parts 51 and 52, Minor Amendments to Inspection Maintenance Program Evaluation Requirements; Amendment to the Final Rule) and EPA guidance issued October 30, 1998 (Guidance on Alternative I/M Program Evaluation Methods). That sample will be required to receive a DPS administered or monitored emissions and gas cap integrity test. Such vehicles will receive a state administered or monitored IM240 mass emissions test or comparable test at the time the initial test is due as required in 40 CFR §51.353(c)(3).

The special testing will take place at the time the vehicle is scheduled to have an initial inspection, prior to any repair. The commission will then evaluate the data by model year and vehicle type to determine program effectiveness. A contractor(s) may be utilized to assist in collecting, reviewing, or evaluating program data.

The inspection data that is collected will be submitted to EPA and used by the commission to calculate local fleet emissions factors, to assess the effectiveness of the I/M program, and to determine if the performance standard is being met.

The commission commits to conduct METT or its equivalent to evaluate the Bexar County I/M program and submit the corresponding evaluation report to EPA prior to November 7, 2028, as required in 40 CFR 51.352(e)(13).

CHAPTER 5: ADEQUATE TOOLS AND RESOURCES

Existing text from the 2005 I/M SIP revision remains unchanged. The commission will maintain the administrative resources, personnel, and equipment necessary to perform all program functions and meet program requirements for all program areas.

CHAPTER 6: TEST FREQUENCY AND CONVENIENCE (NO CHANGE FROM 2005 I/M SIP REVISION)

CHAPTER 7: VEHICLE COVERAGE

7.1 SUBJECT VEHICLES (UPDATED)

The inspection and maintenance (I/M) program requires annual emissions inspections for all gasoline-powered motor vehicles that are:

- Two through 24 years old based on the model-year;
- Required by the Texas Department of Public Safety (DPS) to comply with vehicle safety inspection requirements; and
- Registered and primarily operated in Brazoria, Collin, Dallas, Denton, El Paso, Ellis, Fort Bend, Galveston, Harris, Johnson, Kaufman, Montgomery, Parker, Rockwall, and Tarrant Counties, and in Bexar County beginning November 1, 2026.

Dual-fueled vehicles capable of operating on gasoline and leased vehicles that meet these criteria are also subject to I/M program requirements. Subject vehicles are identified through the registration database provided to the Texas Commission on Environmental Quality (TCEQ) by the Texas Department of Motor Vehicles (DMV). The DMV also provides electronic updates to this database. Table 7.1: *2022 Subject Vehicle Registrations by County* provides an estimate of the number of subject vehicles by county based on the DMV's 2022 registration database.

Table 7-1: 2022 Subject Vehicle Registrations by County

County	Number of Vehicles
Bexar	1,337,139
Brazoria	264,024
Collin	745,708
Dallas	1,753,660
Denton	623,862
Ellis	146,629
El Paso	570,957
Fort Bend	574,690
Galveston	236,285
Harris	2,916,751
Johnson	132,769
Kaufman	111,794
Montgomery	446,532
Parker	113,444
Rockwall	82,644
Tarrant	1,414,261

Businesses and public agencies operating any number of vehicles may inspect and repair their own vehicles. However, these businesses and agencies are required to obtain an emissions station inspection license that includes licensing of inspection technicians from the DPS. Once a business or public agency is licensed, all other I/M program requirements apply.

7.1.1 Compliance (No change from 2013 I/M SIP Revision)

7.1.2 Remote Compliance (Updated)

The DPS honors reciprocal agreements with other I/M programs. Exceptions may be allowed for vehicles operating in the area with proof that adequate emissions testing in another nonattainment area has been passed. Subject vehicles registered in the program area, but primarily operated in another I/M area, may be allowed to be tested in the program area or furnish proof of passing a test of adequate performance standards by the program area in which the subject vehicle is primarily operated in order to show compliance with I/M program requirements.

Vehicles that are registered in Dallas-Fort Worth (DFW), extended DFW (EDFW), Houston-Galveston-Brazoria (HGB), or El Paso program areas, but are operated in attainment areas of Texas or in another state, are not required to undergo emissions testing. However, the motorists must complete a DPS affidavit, and upon returning to the above mentioned areas, the vehicle must meet program requirements. A vehicle is considered primarily operated in a county if it is used in that county for a least 60 calendar days per testing cycle. Remote compliance becomes effective in the Bexar County program area on November 1, 2026.

7.2 EXEMPT VEHICLES (NO CHANGE FROM 2005 I/M SIP REVISION)

7.3 FEDERAL VEHICLES (UPDATED)

Under federal Clean Air Act (FCAA), §118(c), federal vehicles, except those identified as military tactical vehicles, operated in DFW, EDFW, HGB, or El Paso program areas are required to comply with all provisions of the I/M program. Therefore, emissions testing is required to ensure that the vehicles meet specified emissions requirements. The EPA has provided the definition of a military tactical vehicle as defined in a memorandum dated March 2, 1993, from the Department of the Navy as follows:

> "A motor vehicle designed to military specifications or a commercially designed motor vehicle which is needed to meet direct transportation support of combat, combat support, combat service support, tactical, or relief operations, or training of personnel for such operations. Commercial designed motor vehicles described above will be subjected to state inspection and maintenance programs regardless of tactical status."

Federal government fleets are permitted to self-test within their own maintenance facilities, provided that they meet the required equipment standards and are licensed by DPS, and the tests are performed in accordance with established inspection procedures. This provision will apply to federal vehicles operating in the Bexar County program area on November 1, 2026.

7.4 UNITED STATES ARMED FORCES PRIVATELY OWNED VEHICLES (NO CHANGE FROM 2005 I/M SIP REVISION)

CHAPTER 8: TEST PROCEDURES, STANDARDS, AND TEST EQUIPEMENT

8.1 GENERAL (NO CHANGE FROM 2009 I/M SIP REVISION)

8.2 INSPECTION PROCESS AND STANDARDS (UPDATED)

Owners of all subject gasoline-powered vehicles that are two through 24 years old that are annually inspected through the Texas Department of Public Safety (DPS)-certified safety inspection stations are required to have an applicable emissions inspection performed. Vehicles less than two years or greater than 24 years old are exempt from the inspection and maintenance (I/M) program requirements. Texas implemented annual vehicle emissions inspections in:

- Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall and Tarrant Counties in the Dallas-Fort Worth (DFW) area;
- Brazoria, Fort Bend, Galveston, Harris, and Montgomery Counties in the Houston-Galveston-Brazoria (HGB) area;
- El Paso County in the El Paso area; and
- Bexar County beginning on November 1, 2026.

An acceleration simulation mode (ASM), two-speed idle (TSI), or on-board diagnostics (OBD) inspection and a gas cap integrity inspection are performed on all subject vehicles as part of the annual safety and emissions inspection. In addition, as a part of the annual safety and emissions inspection, vehicles are subject to anti-tampering checks including:

- Exhaust gas recirculation system;
- Evaporative emissions control system;
- Positive crankcase ventilation system;
- Thermostatic air cleaner;
- Air injection system; and
- Catalytic converter for selected model-years.

Evaporative system purge testing is not performed in the I/M program. Unsafe vehicles or vehicles with missing or leaky exhausts that are presented for emissions inspections are rejected.

OBD inspections for 1996 and newer model-year vehicles and acceleration simulation mode (ASM) inspections for pre-1996 model-year vehicles began on May 1, 2002, in Collin, Dallas, Denton, Tarrant Counties in the DFW area and Harris County in the HGB area. On May 1, 2003, these inspection requirements were expanded to include Ellis, Johnson, Kaufman, Parker, and Rockwall Counties in the DFW area and Brazoria, Fort Bend, Galveston, and Montgomery Counties in the HGB area.

On January 1, 2007, El Paso County began emissions inspections on all 1996 and newer model-year vehicles using OBD inspections and continued emissions inspections on pre-1996 model-year vehicles using two-speed idle (TSI) inspections.

Beginning November 1, 2026, OBD inspections will begin in Bexar County for vehicles subject to I/M program requirements.

The vehicle emissions inspection begins when the vehicle identification number, license plate, make, model, model-year, and other relevant vehicle information have been entered into the inspection analyzer. Pre-existing data, based on the registration database and the prior vehicle emissions inspection history of the subject vehicle, are retrieved. The inspector confirms the vehicle information from the vehicle identification database (VID) with the subject vehicle presented for emissions inspection. If no match or contact occurs with the VID, the inspector manually enters the vehicle information into the vehicle emissions inspection analyzer. All emissions inspection results are electronically sent via modem to the Texas Information Management System host computer immediately following the completion of each inspection. A copy of the inspection results can be obtained from any inspection station within 13 months of the inspection. All emissions inspection results are accessible to the Texas Commission on Environmental Quality (TCEQ) and the DPS.

An official inspection, once initiated, is performed in its entirety regardless of the intermediate outcomes, except in cases of invalid inspection conditions, unsafe conditions, or fast pass/fail algorithms. Inspections involving measurements are performed with program-approved equipment that has been calibrated. Emissions standards are applicable to all vehicles subject to the I/M program and repairs are required for failure of any standard. The TCEQ may adjust standards as necessary to maintain a passing rate of at least 80 percent. If a vehicle fails the emissions inspection, the vehicle is to be reinspected for all pollutants or standards. A second failure of any pollutant level or standard results in a second failure of the vehicle. Vehicles will fail visual inspections of subject emissions control devices if such devices are part of the original certified configuration and are found to be missing, modified, disconnected, improperly connected, or found to be incorrect for the certified vehicle configuration under inspection.

30 Texas Administrative Code Chapter 114, Control of Air Pollution from Motor Vehicles, outlines requirements for tampering. The DPS is responsible for enforcing vehicle tampering requirements.

The DPS uses remote sensing to identify high-emitting vehicles operating in the DFW, HGB, and El Paso program areas. Basic I/M Programs are not required to use remote sensing; however, the commission and DPS may review its use in Bexar County in the future. Remote sensing may also be used as a quality assurance tool for randomly selected or suspect vehicle emissions facilities. Remote sensing screening is conducted according to reliable engineering practices to assure the accuracy of the inspection.

8.3 INSPECTION EQUIPMENT AND REQUIRED FEATURES (NO CHANGE FROM 2009 I/M SIP REVISION)

The following subsections have been updated to include new hyperlinks. There are no other substantive changes to these subsections from the 2009 I/M SIP Revision.

8.3.1 General Information (No change from 2009 I/M SIP Revision)

8.3.2 TSI Inspection Equipment (Updated)

The TSI emissions inspection equipment consists of a computerized exhaust gas analyzer. The TSI inspection comprises two phases: (1) a high speed inspection where the vehicle engine speed is between 2,200 and 2,800 revolutions per minute (RPM); and (2) an inspection at idle where the vehicle engine speed is between 350 and 1,200 RPM. Steady-state idle inspection procedures are conducted according to 40 CFR Part 51, Appendix B to Subpart S - Test Procedures and steady state idle inspection equipment specifications consistent with 40 CFR Part 51, Appendix D to Subpart S - Steady State Short Test Equipment. The most recent version of specifications for TSI equipment is available at the TCEQ's central office or at https://www.tceq.texas.gov/downloads/air-quality/mobile-source/txvehanlspecs.pdf. Vehicle emissions cut-points used for the TSI inspections are located in Appendix A of the TCEQ's "Specifications for Vehicle Exhaust Gas Analyzer Systems for Use in the Texas Vehicle Emissions Testing Program."

8.3.3 ASM Inspection Equipment (Updated)

ASM inspection equipment consists of a computerized exhaust gas analyzer and a dynamometer. A dynamometer is a set of rollers used to simulate acceleration by applying resistance or increasing load to the drive wheels of the vehicle. In addition, ASM inspection equipment is required to include an augmented braking feature in the dynamometer and a driver's aid that displays the status of the ASM equipment and inspection criteria including the required speed, actual vehicle speed and engine RPM, and number of seconds elapsed during the inspection.

The ASM vehicle emissions inspection comprises two phases: (1) the 50/15 mode, where the vehicle is inspected on the dynamometer simulating the use of 50 percent of the vehicle's available horsepower to accelerate at a rate of 3.3 miles per hour (mph)/second at a constant speed of 15 mph; and (2) the 25/25 mode, where the vehicle is inspected on the dynamometer simulating the use of 25 percent of the vehicle's available horsepower to accelerate at a rate 3.3 mph/second at a constant speed of 25 mph. Applicable vehicles that cannot undergo an ASM inspection such as, but not limited to, vehicles that exceed 8,500 pounds gross vehicle weight rating or that are all-wheel drive, will receive a TSI inspection. The most recent version of specifications for ASM equipment is available at the TCEQ's central office or at https://www.tceq.texas.gov/downloads/air-quality/mobile-source/txvehanlspecs.pdf. Vehicle emissions cut-points used for ASM inspections are located in Appendix S of the TCEQ's "Specifications for Vehicle Exhaust Gas Analyzer Systems for Use in the Texas Vehicle Emissions Testing Program."

8.3.4 OBD Inspection Equipment (Updated)

OBD inspection equipment design and operation meets all federal requirements contained in 40 CFR §§85.2207 - 85.2231 and recommended practices contained in the J1962, J1978, and J1979 published by the Society of Automotive Engineers (SAE). The OBD inspection equipment is tethered to the emissions analyzer. The most recent version of specifications for OBD equipment is available at the TCEQ's central office or at https://www.tceq.texas.gov/downloads/air-quality/mobile-source/txvehanlspecs.pdf.

8.4 ACCEPTANCE TEST PROCEDURES (NO CHANGE FROM 2009 I/M SIP REVISION)

8.5 INSPECTION EQUIPMENT CERTIFICATION REQUIREMENTS (UPDATED)

This section has been updated to include new hyperlinks. There are no other substantive changes to this section from the 2009 I/M SIP Revision.

Inspection equipment must be approved by the TCEQ prior to being used in the I/M program. A more detailed description of the certification requirements is available at the TCEQ's central office or at https://www.tceq.texas.gov/downloads/air-quality/mobile-source/txvehanlspecs.pdf. In order to obtain approval from the TCEQ, the manufacturers shall:

- Submit a letter to the TCEQ stating that an analyzer model sold or leased by the manufacturer or its authorized representatives satisfies all required design and performance criteria;
- Provide documentation to demonstrate conformance with the design and performance criteria, including a complete description of all hardware components, the results of appropriate performance testing conducted by an independent laboratory, and a point-by-point response to specific requirements;
- Place the most recent version of analyzer software source codes and other pertinent technical information in an escrow placement approved by the TCEQ; and
- Furnish a performance bond to the TCEQ that must remain valid for the entire time period that the manufacturer participates in the I/M program.

8.6 DETECTION METHODS, INSTRUMENT RANGES, ACCURACY, AND REPEATABILITY (NO CHANGE FROM 2009 I/M SIP REVISION)

8.7 REFERENCES (NO CHANGE FROM 2009 I/M SIP REVISION

CHAPTER 9: QUALITY CONTROL

9.1 OVERVIEW (UPDATED)

This section has been updated to include new hyperlinks. There are no other substantive changes to this section from the 2009 I/M SIP Revision.

Quality control (QC) measures are implemented by the Texas Department of Public Safety (DPS) to ensure that Texas meets its commitment to provide motorists with consistent and accurate vehicle emissions inspection results. Vehicle inspection site personnel ensure that emissions measurement equipment is calibrated and maintained properly and that inspection records, calibration records, and control charts or graphs are accurately created, recorded, and maintained. Calibration practices and procedures for two-speed idle (TSI) and acceleration simulation mode (ASM) inspection equipment are performed in accordance with requirements specified by Appendix A of Subpart S of 40 Code of Federal Regulations (CFR), Part 51 and may incorporate the United States Environmental Protection Agency's (EPA) policy or subsequent policies and/or procedures. The most recent versions of TSI and ASM inspection equipment specifications, formerly referenced in the appendices of the inspection and maintenance (I/M) state implementation plan (SIP), are now available at the Texas Commission on Environmental Quality's (TCEQ) central office or at https://www.tceq.texas.gov/downloads/air-quality/mobile-source/txvehanlspecs.pdf.

Analyzer manufacturers for TSI, ASM, and on-board diagnostics (OBD) inspection equipment prepare a manual of QC procedures, periodic maintenance schedules, and calibration procedures to be followed by vehicle emissions inspection site personnel to ensure that all equipment is properly calibrated. This manual is submitted to the TCEQ for approval prior to the sale of any equipment for use in the I/M program. Analyzer manufacturers ensure an extended service contract is available upon the expiration of the manufacturer's original warranty period.

The vehicle emissions inspection analyzer specifications include, at a minimum, durability and functional requirements to ensure accurate measurements and processing and recording of emissions inspection samples under a wide range of adverse ambient conditions. In addition, emissions inspection analyzers are:

- Automated to the highest degree commercially available to minimize the potential for intentional fraud and/or human error;
- Secure from tampering and/or abuse;
- Based upon written specifications; and
- Capable of simultaneously sampling dual-exhaust vehicles.

Preventative maintenance is performed at least quarterly on all analyzer equipment necessary to ensure accurate and repeatable operation. Preventative maintenance refers to any upkeep practices used to slow a component's deterioration associated with frequent use and aging.

9.2 EQUIPMENT CALIBRATION AND MAINTENANCE (NO CHANGE FROM 2009 I/M SIP REVISION)

9.3 DOCUMENT SECURITY (NO CHANGE FROM 2009 I/M SIP REVISION)

CHAPTER 10: WAIVERS AND TIME EXTENSIONS (NO CHANGE FROM 2013 I/M SIP REVISION)

CHAPTER 11: MOTORIST COMPLIANCE ENFORCEMENT

This chapter includes updates to address Senate Bill (SB) 604, 86th Texas Legislature, 2019, which allowed for the display of a vehicle's registration insignia for certain commercial fleet or governmental entity vehicles on a digital license plate in lieu of attaching the registration insignia to the vehicle's windshield.

11.1 GENERAL (NO CHANGE FROM 2009 I/M SIP REVISION)

11.2 REGISTRATION DENIAL (NO CHANGE FROM 2013 I/M SIP REVISION)

11.3 STICKER-BASED ENFORCEMENT (UPDATED)

Prior to the single sticker transition date, registration certificates, which were affixed on the windshield immediately above the safety inspection certificate, had markings that indicated a vehicle was registered in an inspection and maintenance (I/M) program area. Also prior to the single sticker transition date, the safety inspection program used a windshield certificate indicating the subject vehicle was in compliance with both the emissions and the safety inspection programs. Law enforcement officials could visually compare the county of registration and the county of inspection.

Beginning on the single sticker transition date, vehicle registration insignia stickers, which are affixed on the windshield, indicate the subject vehicle is compliant with the I/M program. I/M program compliance can also be indicated through other forms of proof authorized by the Texas Department of Public Safety (DPS) and Texas Department of Motor Vehicles (DMV) including, but not limited to, digital license plates that displays the DMV's registration insignia.

All Vehicle Inspection Reports (VIR) are printed with a unique serial number. The DPS may adopt rules regarding the issuance of VIRs, including rules providing for the format of the reports. The DPS may add additional security features to deter counterfeiters. The DPS is required to track inspection report numbers with assistance from the vehicle identification database and the Texas Commission on Environmental Quality's "Specifications for Vehicle Exhaust Gas Analyzer Systems for Use in the Texas Vehicle Emissions Testing Program" (http://www.tceq.state.tx.us/assets/public/implementation/air/ms/IM/txvehanlspecs.pdf).

Motorists are issued citations by local and state law enforcement officials for driving a vehicle with an expired or invalid inspection certificate or for evading the emissions inspection or inspection outside of the affected area. These violations of the Texas Transportation Code (TTC), §548.602 (Class C misdemeanor) and §548.603 (Class B misdemeanor) are punishable by a fine starting at $200 and not exceeding $2,000 for each occurrence. The owner is subject to an additional citation every time the vehicle is driven. Violators are given notification that they shall comply with the I/M program requirements. Noncompliance will result in delivery of additional citations and fines that may accumulate to more than the expense of a minimum expenditure waiver.

Fines for motorists involved in bribery or fraud are substantially higher and may result in incarceration. Under TTC, §548.603 (Class B misdemeanor), a motorist suspected of obtaining a passing inspection report in a neighboring county to avoid the emissions

portion of an inspection may be charged with willful purchase of a fraudulent inspection report.

11.4 ADDITIONAL ENFORCEMENT ACTIVITIES (NO CHANGE FROM 2009 I/M SIP REVISION)

CHAPTER 12: ENFORCEMENT PROGRAM OVERSIGHT (NO CHANGE FROM 2013 I/M SIP REVISION)

CHAPTER 13: QUALITY ASSURANCE (NO CHANGE FROM 2013 I/M SIP REVISION)

CHAPTER 14: ENFORCEMENT AGAINST CONTRACTORS, STATIONS, AND INSPECTORS (NO CHANGE FROM 2005 I/M SIP REVISION)

CHAPTER 15: DATA COLLECTION (NO CHANGE FROM 2013 I/M SIP REVISION)

CHAPTER 16: DATA ANALYSIS AND REPORTING (NO CHANGE FROM 2005 I/M SIP REVISION)

CHAPTER 17: INSPECTOR LICENSING AND CERTIFICATION (NO CHANGE FROM 2005 I/M SIP REVISION)

CHAPTER 18: PUBLIC INFORMATION AND CONSUMER PROTECTION (NO CHANGE FROM 2013 I/M SIP REVISION)

CHAPTER 19: IMPROVING REPAIR EFFECTIVENESS (NO CHANGE FROM 2005 I/M SIP REVISION)

CHAPTER 20: COMPLIANCE WITH RECALL NOTICES (NO CHANGE FROM 2005 I/M SIP REVISION)

CHAPTER 21: ON-ROAD TESTING

Existing text from the 2005 I/M SIP revision remains unchanged. Basic inspection and maintenance (I/M) programs are not required to use remote sensing; however, the Texas Commission on Environmental Quality and the Texas Department of Public Safety may review its use in Bexar County in the future.

CHAPTER 22: STATE IMPLEMENTATION PLAN SUBMISSION

Existing text from the 2005 I/M SIP revision remains unchanged.

Bexar County Program Area

Certify Bexar County program area (Bexar County) with OBD testing.	11/01/26

Appendices Available Upon Request

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