



Janet Napolitano
Governor

ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY

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Stephen A. Owens
Director

OCT 3 2006

Mr. Wayne Nasti, Regional Administrator
U. S. Environmental Protection Agency, Region IX
Mail Code: ORA-1
75 Hawthorne Street
San Francisco, CA 94105

Re: Arizona State Implementation Plan Revision to Exempt Collectible Vehicles and Motorcycles from the Vehicle Emissions Inspection/Maintenance Programs

Dear ^{Wayne} Mr. Nasti:

Consistent with the provisions of Arizona Revised Statutes §§ 49-104 and 49-404 (Enclosure 1) and the Code of Federal Regulations, Title 40, §§ 51.102 through 51.104, the Arizona Department of Environmental Quality (ADEQ) hereby adopts and submits to the U.S. Environmental Protection Agency (EPA), the September 2006, *Supplement to Final Arizona State Implementation Revision, Basic and Enhanced Vehicle Emissions Inspection/Maintenance Programs, December 2005*, as a revision to the Arizona State Implementation Plan (SIP).

On December 23, 2005, ADEQ submitted to EPA *Final Arizona State Implementation Plan Revision, Basic and Enhanced Vehicle Emissions Inspection/Maintenance Programs, December 2005*. The SIP revision incorporated changes to Arizona's basic and enhanced vehicle emissions inspection and maintenance or I/M programs to exempt qualifying collectible vehicles in the Phoenix and Tucson testing areas and motorcycles in the Tucson testing area. EPA subsequently requested additional analysis to demonstrate that following implementation of the exemptions the Phoenix area program will continue to meet the enhanced program performance standard. In addition, EPA requested retention of testing of exempted collectible vehicles and motorcycles as a contingency provision for the Phoenix and Tucson carbon monoxide maintenance areas.

In response to EPA's requests ADEQ is submitting the enclosed supplement to the December 2005, SIP revision. The supplement contains a demonstration that the Phoenix area program will continue to meet the enhanced program performance standard and the requested contingency provisions for the Phoenix and Tucson carbon monoxide maintenance areas. With this submittal, ADEQ requests that EPA approve the changes to Arizona's I/M programs.

Northern Regional Office
1801 W. Route 66 • Suite 117 • Flagstaff, AZ 86001
(928) 779-0313

Southern Regional Office
400 West Congress Street • Suite 433 • Tucson, AZ 85701
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Mr. Wayne Nastro
Page 2

Enclosure 2 is the SIP Completeness Checklist. Enclosure 3 contains five copies of the supplement for your review and action. For your convenience, also included is a compact disc of the supplement. If you have any questions, please contact Nancy Wrona, Director, Air Quality Division, at (602) 771-2308.

Sincerely,



Stephen A. Owens
Director

SAO:BJF:MBL

Enclosures

cc: Colleen McKaughan, EPA, w/enclosures
Wienke Tax, EPA, w/enclosures
Dennis Smith, Maricopa Association of Governments, w/o enclosures
Lindy Bauer, Maricopa Association of Governments, w/o enclosures
Cathy Arthur, Maricopa Association of Governments, w/o enclosures
Robert Kard, Maricopa County Air Quality Department, w/o enclosures
Andy Gunning, Pima Association of Governments, w/o enclosures
Lee Comrie, Pima Association of Governments, w/o enclosures
Ursula Kramer, Pima County Department of Environmental Quality, w/o enclosures
Don Gabrielson, Pinal County Air Quality Control District, w/o enclosures

ENCLOSURE 1

Arizona Revised Statutes §§ 49-104 and 49-404

Arizona State Legislature

Bill # Search

Forty-seventh Legislature - Second Regular Session

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<input type="checkbox"/>	Title 17	Game and Fish
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<input type="checkbox"/>	Title 22	Justices of the Peace and Other Courts Not of Record
<input type="checkbox"/>	Title 23	Labor
<input type="checkbox"/>	Title 24	Repealed (THIS TITLE HAS BEEN REPEALED)
<input type="checkbox"/>	Title 25	Marital and Domestic Relations
<input type="checkbox"/>	Title 26	Military Affairs and Emergency Management
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┌	Title 29	Partnership
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┌	Title 31	Prisons and Prisoners
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┌	Title 33	Property
┌	Title 34	Public Buildings and Improvements
┌	Title 35	Public Finances
┌	Title 36	Public Health and Safety
┌	Title 37	Public Lands
┌	Title 38	Public Officers and Employees
┌	Title 39	Public Records, Printing and Notices
┌	Title 40	Public Utilities and Carriers
┌	Title 41	State Government
┌	Title 42	Taxation
┌	Title 43	Taxation of Income
┌	Title 44	Trade and Commerce
┌	Title 45	Waters
┌	Title 46	Welfare
┌	Title 47	Uniform Commercial Code
┌	Title 48	Special Taxing Districts
┌	Title 49	The Environment

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49-104. Powers and duties of the department and director

A. The department shall:

1. Formulate policies, plans and programs to implement this title to protect the environment.
2. Stimulate and encourage all local, state, regional and federal governmental agencies and all private persons and enterprises that have similar and related objectives and purposes, cooperate with those agencies, persons and enterprises and correlate department plans, programs and operations with those of the agencies, persons and enterprises.
3. Conduct research on its own initiative or at the request of the governor, the legislature or state or local agencies pertaining to any department objectives.
4. Provide information and advice on request of any local, state or federal agencies and private persons and business enterprises on matters within the scope of the department.
5. Consult with and make recommendations to the governor and the legislature on all matters concerning department objectives.
6. Promote and coordinate the management of air resources to assure their protection, enhancement and balanced utilization consistent with the environmental policy of this state.
7. Promote and coordinate the protection and enhancement of the quality of water resources consistent with the environmental policy of this state.
8. Encourage industrial, commercial, residential and community development that maximizes environmental benefits and minimizes the effects of less desirable environmental conditions.
9. Assure the preservation and enhancement of natural beauty and man-made scenic qualities.
10. Provide for the prevention and abatement of all water and air pollution including that related to particulates, gases, dust, vapors, noise, radiation, odor, nutrients and heated liquids in accordance with article 3 of this chapter and chapters 2 and 3 of this title.
11. Promote and recommend methods for the recovery, recycling and reuse or, if recycling is not possible, the disposal of solid wastes consistent with sound health, scenic and environmental quality policies.
12. Prevent pollution through the regulation of the storage, handling and transportation of solids, liquids and gases that may cause or contribute to pollution.
13. Promote the restoration and reclamation of degraded or despoiled areas and natural resources.
14. Assist the department of health services in recruiting and training state, local and district health department personnel.
15. Participate in the state civil defense program and develop the necessary organization and facilities to meet wartime and other disasters.
16. Cooperate with the Arizona-Mexico commission in the governor's office and with researchers at universities in this state to collect data and conduct projects in the United States and Mexico on issues that are within the scope of the department's duties and that relate to quality of life, trade and economic development in this state in a manner that will help the Arizona-Mexico commission to assess and enhance the economic competitiveness of this state and of the Arizona-Mexico region.

B. The department, through the director, shall:

1. Contract for the services of outside advisers, consultants and aides reasonably necessary or desirable to enable the department to adequately perform its duties.
2. Contract and incur obligations reasonably necessary or desirable within the general scope of department activities and operations to enable the department to adequately perform its duties.
3. Utilize any medium of communication, publication and exhibition when disseminating information, advertising and publicity in any field of its purposes, objectives or duties.
4. Adopt procedural rules that are necessary to implement the authority granted under this title, but that are not inconsistent with other provisions of this title.
5. Contract with other agencies including laboratories in furthering any department program.

6. Use monies, facilities or services to provide matching contributions under federal or other programs that further the objectives and programs of the department.
7. Accept gifts, grants, matching monies or direct payments from public or private agencies or private persons and enterprises for department services and publications and to conduct programs that are consistent with the general purposes and objectives of this chapter. Monies received pursuant to this paragraph shall be deposited in the department fund corresponding to the service, publication or program provided.
8. Provide for the examination of any premises if the director has reasonable cause to believe that a violation of any environmental law or rule exists or is being committed on the premises. The director shall give the owner or operator the opportunity for its representative to accompany the director on an examination of those premises. Within forty-five days after the date of the examination, the department shall provide to the owner or operator a copy of any report produced as a result of any examination of the premises.
9. Supervise sanitary engineering facilities and projects in this state, authority for which is vested in the department, and own or lease land on which sanitary engineering facilities are located, and operate the facilities, if the director determines that owning, leasing or operating is necessary for the public health, safety or welfare.
10. Adopt and enforce rules relating to approving design documents for constructing, improving and operating sanitary engineering and other facilities for disposing of solid, liquid or gaseous deleterious matter.
11. Define and prescribe reasonably necessary rules regarding the water supply, sewage disposal and garbage collection and disposal for subdivisions. The rules shall:
 - (a) Provide for minimum sanitary facilities to be installed in the subdivision and may require that water systems plan for future needs and be of adequate size and capacity to deliver specified minimum quantities of drinking water and to treat all sewage.
 - (b) Provide that the design documents showing or describing the water supply, sewage disposal and garbage collection facilities be submitted with a fee to the department for review and that no lots in any subdivision be offered for sale before compliance with the standards and rules has been demonstrated by approval of the design documents by the department.
12. Prescribe reasonably necessary measures to prevent pollution of water used in public or semipublic swimming pools and bathing places and to prevent deleterious conditions at such places. The rules shall prescribe minimum standards for the design of and for sanitary conditions at any public or semipublic swimming pool or bathing place and provide for abatement as public nuisances of premises and facilities that do not comply with the minimum standards. The rules shall be developed in cooperation with the director of the department of health services and shall be consistent with the rules adopted by the director of the department of health services pursuant to section 36-136, subsection H, paragraph 10.
13. Prescribe reasonable rules regarding sewage collection, treatment, disposal and reclamation systems to prevent the transmission of sewage borne or insect borne diseases. The rules shall:
 - (a) Prescribe minimum standards for the design of sewage collection systems and treatment, disposal and reclamation systems and for operating the systems.
 - (b) Provide for inspecting the premises, systems and installations and for abating as a public nuisance any collection system, process, treatment plant, disposal system or reclamation system that does not comply with the minimum standards.
 - (c) Require that design documents for all sewage collection systems, sewage collection system extensions, treatment plants, processes, devices, equipment, disposal systems, on-site wastewater treatment facilities and reclamation systems be submitted with a fee for review to the department and may require that the design documents anticipate and provide for future sewage treatment needs.
 - (d) Require that construction, reconstruction, installation or initiation of any sewage collection system, sewage collection system extension, treatment plant, process, device, equipment, disposal system, on-site wastewater treatment facility or reclamation system conform with applicable requirements.
14. Prescribe reasonably necessary rules regarding excreta storage, handling, treatment, transportation and disposal. The rules shall:

(a) Prescribe minimum standards for human excreta storage, handling, treatment, transportation and disposal and shall provide for inspection of premises, processes and vehicles and for abating as public nuisances any premises, processes or vehicles that do not comply with the minimum standards.

(b) Provide that vehicles transporting human excreta from privies, septic tanks, cesspools and other treatment processes shall be licensed by the department subject to compliance with the rules.

15. Perform the responsibilities of implementing and maintaining a data automation management system to support the reporting requirements of title III of the superfund amendments and reauthorization act of 1986 (P.L. 99-499) and title 26, chapter 2, article 3.

16. Approve remediation levels pursuant to article 4 of this chapter.

C. The department may charge fees to cover the costs of all permits and inspections it performs to insure compliance with rules adopted under section 49-203, subsection A, paragraph 6, except that state agencies are exempt from paying the fees. Monies collected pursuant to this subsection shall be deposited in the water quality fee fund established by section 49-210.

D. The director may:

1. If he has reasonable cause to believe that a violation of any environmental law or rule exists or is being committed, inspect any person or property in transit through this state and any vehicle in which the person or property is being transported and detain or disinfect the person, property or vehicle as reasonably necessary to protect the environment if violation exists.

2. Authorize in writing any qualified officer or employee in the department to perform any act that the director is authorized or required to do by law.

ARS TITLE PAGE	NEXT DOCUMENT	PREVIOUS DOCUMENT
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49-404. State implementation plan

- A. The director shall maintain a state implementation plan that provides for implementation, maintenance and enforcement of national ambient air quality standards and protection of visibility as required by the clean air act.
- B. The director may adopt rules that describe procedures for adoption of revisions to the state implementation plan.
- C. The state implementation plan and all revisions adopted before September 30, 1992 remain in effect according to their terms, except to the extent otherwise provided by the clean air act, inconsistent with any provision of the clean air act, as revised by the administrator. No control requirement in effect, or required to be adopted by an order, settlement agreement or plan in effect, before the enactment of the clean air act in any area which is a nonattainment or maintenance area for any air pollutant may be modified after enactment in any manner unless the modification insures equivalent or greater emission reductions of the air pollutant. The director shall evaluate and adopt revisions to the plan in conformity with federal regulations and guidelines promulgated by the administrator for those purposes until the rules required by subsection B are effective.

ENCLOSURE 2

State Implementation Plan Completeness Checklist

STATE IMPLEMENTATION PLAN COMPLETENESS CHECKLIST

Submittal of Supplement to Final Arizona State Implementation Plan Revision, Basic and Enhanced Vehicle Emissions Inspection/Maintenance Programs, December 2005

September 2006

1. SUBMITTAL LETTER FROM GOVERNOR/DESIGNEE

See cover letter.

2. EVIDENCE OF ADOPTION

See cover letter.

3. STATE LEGAL AUTHORITY FOR ADOPTION/IMPLEMENTATION

See Enclosure 1.

4. COMPLETE COPY OF STATUTE/REGULATION/DOCUMENT

See Enclosure 3.

5. WRITTEN SUMMARY OF RULE/RULE CHANGE

Not applicable.

6. RULE CHANGES INDICATED BY UNDERLINING AND CROSS-OUTS

Not applicable.

7. EVIDENCE THAT ARIZONA ADMINISTRATIVE PROCEDURE ACT REQUIREMENTS WERE MET FOR RULE/PLAN

Not applicable.

8. EVIDENCE OF PUBLIC HEARING PER 40 CFR 51.102

See Enclosure 3, Appendix C.

9. PUBLIC COMMENTS AND AGENCY RESPONSE

See Enclosure 3, Appendix C.

10. IDENTIFICATION OF POLLUTANTS REGULATED BY RULE/PLAN

Ozone, PM_{2.5}, and Carbon Monoxide.

11. IDENTIFICATION OF SOURCES/ATTAINMENT STATUS

See *Final Arizona State Implementation Plan Revision, Basic and Enhanced Vehicle Emissions Inspection/Maintenance Programs, December 2005.*

12. RULE'S/PLAN'S EFFECT ON EMISSIONS

See Enclosure 3 and *Final Arizona State Implementation Plan Revision, Basic and Enhanced Vehicle Emissions Inspection/Maintenance Programs, December 2005.*

13. DEMONSTRATION THAT NAAQS, PSD INCREMENTS AND RFP ARE PROTECTED

See *Final Arizona State Implementation Plan Revision, Basic and Enhanced Vehicle Emissions Inspection/Maintenance Programs, December 2005.*

14. MODELING SUPPORT

See Enclosure 3 and *Final Arizona State Implementation Plan Revision, Basic and Enhanced Vehicle Emissions Inspection/Maintenance Programs, December 2005.*

15. EVIDENCE THAT EMISSIONS LIMITATIONS ARE BASED ON CONTINUOUS EMISSIONS REDUCTION TECHNOLOGY

Not applicable.

16. IDENTIFICATION OF RULE SECTIONS CONTAINING EMISSION LIMITS, WORK PRACTICE STANDARDS, AND/OR RECORD KEEPING/REPORTING REQUIREMENTS

Not applicable.

17. COMPLIANCE/ENFORCEMENT STRATEGIES

See *Final Arizona State Implementation Plan Revision, Basic and Enhanced Vehicle Emissions Inspection/Maintenance Programs, December 2005.*

18. ECONOMIC AND TECHNICAL JUSTIFICATION FOR DEVIATION FROM EPA POLICIES

No known deviation from EPA policy.

ENCLOSURE 3

*Supplement to Final Arizona State Implementation Plan Revision, Basic and
Enhanced Vehicle Emissions Inspection/Maintenance Programs, December 2005*

September 2006



Janet Napolitano, Governor
Stephen A. Owens, ADEQ Director

***Supplement
to
Final
Arizona State Implementation Plan
Revision
Basic and Enhanced Vehicle Emissions
Inspection/Maintenance Programs,
December 2005***

Air Quality Division

September 2006

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1.0 Introduction

The Arizona Department of Environmental Quality (ADEQ) submitted *Final Arizona State Implementation Plan Revision, Basic and Enhanced Vehicle Emissions Inspection/Maintenance Programs, December 2005*, to the U.S. Environmental Protection Agency (EPA) on December 23, 2005. The State Implementation Plan (SIP) revision contained changes to Arizona's basic and enhanced vehicle emissions inspection and maintenance or I/M programs to exempt qualifying collectible vehicles in the Phoenix and Tucson testing areas and motorcycles in the Tucson testing area.

EPA subsequently requested additional analysis to demonstrate that following implementation of the exemptions the Phoenix area program will continue to meet the enhanced program performance standard under 40 CFR 51.351. This demonstration is not necessary for the Tucson area program. EPA determined the demonstration necessary due to the area's recent nonattainment designation for the 8-hour ozone National Ambient Air Quality Standards (NAAQS). Additionally, because the enhanced I/M program is included as an emissions control measure in the Phoenix carbon monoxide maintenance plan and the basic I/M program is a control measure in the Tucson carbon monoxide maintenance plan, EPA requested retention of testing of exempted collectible vehicles and motorcycles as a contingency provision under Clean Air Act §175A(d) for the Phoenix and Tucson testing areas.¹ The following sections contain the contingency provisions for the Phoenix and Tucson carbon monoxide areas and performance standard analysis for the Phoenix I/M testing area.

2.0 Contingency Measure Provisions for the Phoenix and Tucson Carbon Monoxide Maintenance Areas

Section 175A(d) of the Clean Air Act requires that revisions to SIPs for maintenance plans must contain contingency provisions to assure that any violation of the NAAQS will be promptly corrected (see Appendix A, *Procedures for Processing Requests to Redesignate Areas to Attainment*, John Calcagni, Director, Air Quality Management Division, EPA, memorandum dated September 4, 1992). The contingency measure proposed for this SIP revision is as follows:

“Upon approval of the collectible vehicle and motorcycle exemptions as described in *Final Arizona State Implementation Plan Revision, Basic and Enhanced Vehicle Emissions Inspection/Maintenance Programs, December 2005*, and in the event of a carbon monoxide NAAQS violation, ADEQ will request that the Arizona State Legislature reinstate emissions testing of the exempted vehicles and motorcycles.

For a violation of the carbon monoxide NAAQS in the Phoenix carbon monoxide maintenance area, ADEQ will notify the Legislature by October following the violation and request that, during the General Session in January, the Legislature enact new legislation to reinstate emissions testing of collectible

¹ See *Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area*, Maricopa Association of Governments, May 2003; and *1996 Carbon Monoxide Limited Maintenance Plan for the Tucson Air Planning Area (as updated August, 1997)*, Pima Association of Governments, June 26, 1996.

vehicles previously exempted under the December 2005 program revision in the Phoenix vehicle emissions testing area beginning January 1, the following year.

For a violation of the carbon monoxide NAAQS in the Tucson carbon monoxide maintenance area, ADEQ will notify the Legislature by October following the violation and request that, during the General Session in January, the Legislature enact new legislation to reinstate emissions testing of collectible vehicles and motorcycles previously exempted under the December 2005 program revision in the Tucson vehicle emissions testing area beginning January 1, the following year.”

3.0 Vehicle Emissions I/M Performance Standard Analysis for the Phoenix Testing Area

An enhanced I/M program is implemented in the Phoenix metropolitan area. The Phoenix testing area, called Area A, is located in parts of Maricopa and Pinal Counties. The Maricopa Association of Governments (MAG) performed an analysis to demonstrate that the Phoenix area program meets the enhanced I/M performance standard as defined in 40 CFR 51.351. The emission reduction benefits associated with the Area A I/M program are required to meet or exceed the benefits associated with EPA’s performance standard. As illustrated in the following table MAG’s analysis demonstrates that the Phoenix area program, with exemptions fully implemented, exceeds the required alternate low enhanced I/M performance standard for the pollutants volatile organic compounds (VOC), nitrogen oxides (NOx), and carbon monoxide (CO) (see Appendix B, *Comparison of Inspection and Maintenance (I/M) Emission Reduction Benefits in Area A with the EPA Enhanced I/M Performance Standard*).

Comparison of I/M Benefits with EPA Performance Standard (PS) Benefits in Area A						
	2002			2008		
	VOC	NOx	CO	VOC	NOx	CO
I/M Benefits in Area A (grams per mile)	0.21	0.10	3.66	0.07	0.09	1.40
I/M PS Benefits (grams per mile)	0.16	0.02	2.91	0.04	0.01	1.02
Meet Performance Standard?	Yes	Yes	Yes	Yes	Yes	Yes

4.0 Conclusion

The contingency commitment for the Phoenix and Tucson carbon monoxide areas helps ensure that any violation of the carbon monoxide NAAQS will be corrected. The performance standard analysis for the Phoenix testing area demonstrates that the I/M program will continue to exceed the required performance standard for enhanced programs. Exempting collectible vehicles and motorcycles as described in the December 2005 SIP revision will not interfere with continued maintenance of the NAAQS and, as demonstrated, will not interfere with maintenance of the carbon monoxide NAAQS in the Phoenix or Tucson area or interfere with attainment of the 8-hour ozone NAAQS in the Phoenix area. With this submittal, ADEQ requests that the changes to Arizona’s basic and enhanced vehicle emissions inspection and maintenance programs to exempt collectible vehicles from the Phoenix and Tucson area programs and motorcycles from the Tucson area program be approved as a component of Arizona’s SIP.

Appendix A

Procedures for Processing Requests to Redesignate Areas to Attainment, John Calcagni, Director, Air Quality Management Division, U.S. Environmental Protection Agency, Memorandum, September 4, 1992

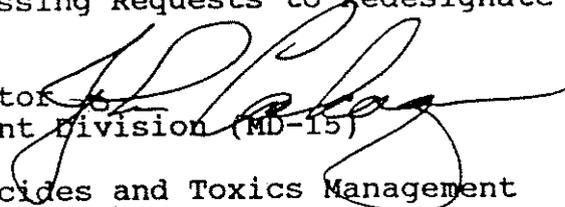


UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Office of Air Quality Planning and Standards
Research Triangle Park, North Carolina 27711

4 SEP 1992

MEMORANDUM

SUBJECT: Procedures for Processing Requests to Redesignate Areas to Attainment

FROM: John Calcagni, Director 
Air Quality Management Division (MD-15)

TO: Director, Air, Pesticides and Toxics Management Division, Regions I and IV
Director, Air and Waste Management Division, Region II
Director, Air, Radiation and Toxics Division, Region III
Director, Air and Radiation Division, Region V
Director, Air, Pesticides and Toxics Division, Region VI
Director, Air and Toxics Division, Regions VII, VIII, IX, and X

Purpose

The Office of Air Quality Planning and Standards (OAQPS) expects that a number of redesignation requests will be submitted in the near future. Thus, Regions will need to have guidance on the applicable procedures for handling these requests, including maintenance plan provisions. This memorandum, therefore, consolidates the Environmental Protection Agency's (EPA's) guidance regarding the processing of requests for redesignation of nonattainment areas to attainment for ozone (O₃), carbon monoxide (CO), particulate matter (PM-10), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and lead (Pb). Regions should use this guidance as a general framework for drafting Federal Register notices pertaining to redesignation requests. Special concerns for areas seeking redesignation from unclassifiable to attainment will be addressed on a case-by-case basis.

Background

Section 107(d)(3)(E) of the Clean Air Act, as amended, states that an area can be redesignated to attainment if the following conditions are met:

1. The EPA has determined that the national ambient air quality standards (NAAQS) have been attained.
2. The applicable implementation plan has been fully approved by EPA under section 110(k).
3. The EPA has determined that the improvement in air quality is due to permanent and enforceable reductions in emissions.
4. The State has met all applicable requirements for the area under section 110 and Part D.
5. The EPA has fully approved a maintenance plan, including a contingency plan, for the area under section 175A.

Each of these criteria is discussed in more detail in the following paragraphs. Particular attention is given to maintenance plan provisions at the end of this document since maintenance plans constitute a new requirement under the amended Clean Air Act. Exceptions to the guidance will be considered on a case-by-case basis.

1. Attainment of the Standard

The State must show that the area is attaining the applicable NAAQS. There are two components involved in making this demonstration which should be considered interdependently. The first component relies upon ambient air quality data. The data that are used to demonstrate attainment should be the product of ambient monitoring that is representative of the area of highest concentration. These monitors should remain at the same location for the duration of the monitoring period required for demonstrating attainment. The data should be collected and quality-assured in accordance with 40 CFR 58 and recorded in the Aerometric Information Retrieval System (AIRS) in order for it to be available to the public for review. For purposes of redesignation, the Regional Office should verify that the integrity of the air quality monitoring network has been preserved.

For PM-10, an area may be considered attaining the NAAQS if the number of expected exceedances per year, according to 40 CFR 50.6, is less than or equal to 1.0. For O₃, the area must show that the average annual number of expected exceedances, according to 40 CFR 50.9, is less than or equal to 1.0 based on data from all monitoring sites in the area or its affected downwind environs. In making this showing, both PM-10 and O₃ must rely on 3 complete, consecutive calendar years of quality-assured air quality monitoring data, collected in accordance with 40 CFR 50, Appendices H and K. For CO, an area may be considered attaining the NAAQS if there are no violations, as determined in accordance

with 40 CFR 50.8, based on 2 complete, consecutive calendar years of quality-assured monitoring data. For SO₂, according to 40 CFR 50.4, an area must show no more than one exceedance annually and for Pb, according to section 50.12, an area may show no exceedances on a quarterly basis.

The second component relies upon supplemental EPA-approved air quality modeling. No such supplemental modeling is required for O₃ nonattainment areas seeking redesignation. Modeling may be necessary to determine the representativeness of the monitored data. For pollutants such as SO₂ and CO, a small number of monitors typically is not representative of areawide air quality or areas of highest concentration. When dealing with SO₂, Pb, PM-10 (except for a limited number of initial moderate nonattainment areas), and CO (except moderate areas with design values of 12.7 parts per million or lower at the time of passage of the Clean Air Act Amendments of 1990), dispersion modeling will generally be necessary to evaluate comprehensively sources' impacts and to determine the areas of expected high concentrations based upon current conditions. Areas which were designated nonattainment based on modeling will generally not be redesignated to attainment unless an acceptable modeling analysis indicates attainment. Regions should consult with OAQPS for further guidance addressing the need for modeling in specific circumstances.

2. State Implementation Plan (SIP) Approval

The SIP for the area must be fully approved under section 110(k),¹ and must satisfy all requirements that apply to the area. It should be noted that approval action on SIP elements and the redesignation request may occur simultaneously. An area cannot be redesignated if a required element of its plan is the subject of a disapproval; a finding of failure to submit or to implement the SIP; or partial, conditional, or limited approval. However, this does not mean that earlier issues with regard to the SIP will be reopened. Regions should not reconsider those things that have already been approved and for which the Clean Air Act Amendments did not alter what is required. In contrast, to the extent the Amendments add a requirement or alter an existing requirement so that it adds something more, Regions should consider those issues. In addition, requests from areas known to be affected by dispersion techniques which are inconsistent with EPA guidance will continue to be considered unapprovable under section 110 and will not qualify for redesignation.

¹Section 110(k) contains the requirements for EPA action on plan submissions. It addresses completeness, deadlines, full and partial approval, conditional approval, and disapproval.

3. Permanent and Enforceable Improvement in Air Quality

The State must be able to reasonably attribute the improvement in air quality to emission reductions which are permanent and enforceable.² Attainment resulting from temporary reductions in emission rates (e.g., reduced production or shutdown due to temporary adverse economic conditions) or unusually favorable meteorology would not qualify as an air quality improvement due to permanent and enforceable emission reductions.

In making this showing, the State should estimate the percent reduction (from the year that was used to determine the design value for designation and classification) achieved from Federal measures such as the Federal Motor Vehicle Control Program and fuel volatility rules as well as control measures that have been adopted and implemented by the State. This estimate should consider emission rates, production capacities, and other related information to clearly show that the air quality improvements are the result of implemented controls. The analysis should assume that sources are operating at permitted levels (or historic peak levels) unless evidence is presented that such an assumption is unrealistic.

4. Section 110 and Part D Requirements

For the purposes of redesignation, a State must meet all requirements of section 110 and Part D that were applicable prior to submittal of the complete redesignation request. When evaluating a redesignation request, Regions should not consider whether the State has met requirements that come due under the Act after submittal of a complete redesignation request.³

²This is consistent with EPA's existing policy on redesignations as stated in an April 21, 1983 memorandum titled "Section 107 Designation Policy Summary." This memorandum states that in order for an area to be redesignated to attainment, the State must show that "actual enforceable emission reductions are responsible for the recent air quality improvement." This element of the policy retains its validity under the amended Act pursuant to section 193. [Note: other aspects of the April 21, 1983 memorandum have since been superseded by subsequent memorandums; interested parties should consult with OAQPS before relying on these aspects, e.g. those relating to required years of air quality data.]

³Under section 175A(c), however, the requirements of Part D remain in force and effect for the area until such time as it is redesignated. Upon redesignation to attainment, the requirements that became due under section 175A(c) after submittal of the complete redesignation request would no longer be applicable.

However, any requirements that came due prior to submittal of the redesignation request must be fully approved into the plan at or before the time EPA redesignates the area.

To avoid confusion concerning what requirements will be applicable for purposes of redesignation, Regions should encourage States to work closely with the appropriate Regional Office early in the process. This will help to ensure that a redesignation request submitted by the State has a high likelihood of being approved by EPA. Regions should advise States of the practical planning consequences if EPA disapproves the redesignation request or if the request is invalidated because of violations recorded during EPA's review. Under such circumstances, EPA does not have the discretion to adjust schedules for implementing SIP requirements. As a result, an area may risk sanctions and/or Federal implementation plan implementation that could result from failure to meet SIP submittal or implementation requirements.

a. Section 110 Requirements

Section 110(a)(2) contains general requirements for nonattainment plans. Most of the provisions of this section are the same as those contained in the pre-amended Act. We will provide guidance on these requirements as needed.⁴

b. Part D Requirements

Part D consists of general requirements applicable to all areas which are designated nonattainment based on a violation of the NAAQS. The general requirements are followed by a series of subparts specific to each pollutant. The general requirements appear in subpart 1. The requirements relating to O₃, CO, PM-10, SO₂, NO₂, and Pb appear in subparts 2 through 5. In those instances where an area is subject to both the general nonattainment provisions in subpart 1 as well as one of the pollutant-specific subparts, the general provisions may be subsumed within, or superseded by, the more specific requirements of subparts 2 through 5.

If an area was not classified under section 181 for O₃, or section 186 for CO, then that area is only subject to the provisions of subpart 1, "Nonattainment Areas in General." In addition to relevant provisions in subpart 1, an O₃ and CO area, which is classified, must meet all applicable requirements in subpart 2, "Additional Provisions for Ozone Nonattainment Areas," and subpart 3, "Additional Provisions for Carbon Monoxide

⁴General guidance regarding the requirements for SIP's may be found in the "General Preamble to Title I of the 1990 Clean Air Act Amendments," 57 FR 13498 (April 16, 1992).

Nonattainment Areas," respectively, before the area may be redesignated to attainment. All PM-10 nonattainment areas (whether classified as moderate or serious) must similarly meet the applicable general provisions of subpart 1 and the specific PM-10 provisions in subpart 4, "Additional Provisions for Particulate Matter Nonattainment Areas." Likewise, SO₂, NO₂, and Pb nonattainment areas are subject to the applicable general nonattainment provisions in subpart 1 as well as the more specific requirements in subpart 5, "Additional Provisions for Areas Designated Nonattainment for Sulfur Oxides, Nitrogen Dioxide, and Lead."

i. Section 172(c) Requirements

This section contains general requirements for nonattainment plans. A thorough discussion of these requirements may be found in the General Preamble to Title I [57 FR 13498 (April 16, 1992)]. The EPA anticipates that areas will already have met most or all of these requirements to the extent that they are not superseded by more specific Part D requirements. The requirements for reasonable further progress, identification of certain emissions increases, and other measures needed for attainment will not apply for redesignations because they only have meaning for areas not attaining the standard. The requirements for an emission inventory will be satisfied by the inventory requirements of the maintenance plan. The requirements of the Part D new source review program will be replaced by the prevention of significant deterioration (PSD) program once the area has been redesignated. However, in order to ensure that the PSD program will become fully effective immediately upon redesignation, either the State must be delegated the Federal PSD program or the State must make any needed modifications to its rules to have the approved PSD program apply to the affected area upon redesignation.

ii. Conformity

The State must work with EPA to show that its SIP provisions are consistent with section 176(c)(4) conformity requirements. The redesignation request should include conformity procedures, if the State already has these procedures in place. Additionally, we currently interpret the conformity requirement to apply to attainment areas. However, EPA has not yet issued its conformity regulations specifying what areas are subject to the conformity requirement. Therefore, if a State does not have conformity procedures in place at the time that it submits a redesignation request, the State must commit to follow EPA's conformity regulation upon issuance, as applicable. If the State submits the redesignation request subsequent to EPA's issuance of the conformity regulations, and the conformity requirement became applicable to the area prior to submission,

the State must adopt the applicable conformity requirements before EPA can redesignate the area.

5. Maintenance Plans

Section 107(d)(3)(E) of the amended Act stipulates that for an area to be redesignated, EPA must fully approve a maintenance plan which meets the requirements of section 175A. A State may submit both the redesignation request and the maintenance plan at the same time and rulemaking on both may proceed on a parallel track. Maintenance plans may, of course, be submitted and approved by EPA before a redesignation is requested. However, according to section 175A(c), pending approval of the maintenance plan and redesignation request, all applicable nonattainment area requirements shall remain in place.

Section 175A defines the general framework of a maintenance plan. The maintenance plan will constitute a SIP revision and must provide for maintenance of the relevant NAAQS in the area for at least 10 years after redesignation. Section 175A further states that the plan shall contain such additional measures, if any, as may be necessary to ensure such maintenance. Because the Act requires a demonstration of maintenance for 10 years after an area is redesignated (not 10 years after submittal of a redesignation request), the State should plan for some lead time for EPA action on the request. In other words, the maintenance demonstration should project maintenance for 10 years, beginning from a date which factors in the time necessary for EPA review and approval action on the redesignation request. In determining the amount of lead time to allow, States should consider that section 107(d)(3)(D) grants the Administrator up to 18 months from receipt of a complete submittal to process a redesignation request. The statute also requires the State to submit a revision of the SIP 8 years after the original redesignation request is approved to provide for maintenance of the NAAQS for an additional 10 years following the first 10-year period [see section 175A(b)].

In addition, the maintenance plan shall contain such contingency measures as the Administrator deems necessary to ensure prompt correction of any violation of the NAAQS [see section 175A(d)]. The Act provides that, at a minimum, the contingency measures must include a requirement that the State will implement all measures contained in the nonattainment SIP prior to redesignation. Failure to maintain the NAAQS and triggering of the contingency plan will not necessitate a revision of the SIP unless required by the Administrator, as stated in section 175A(d).

The following is a list of core provisions that we anticipate will be necessary to ensure maintenance of the relevant NAAQS in an area seeking redesignation from

nonattainment to attainment. We therefore recommend that States seeking redesignation of a nonattainment area consider these provisions. However, any final EPA determination regarding the adequacy of a maintenance plan will be made following review of the plan submittal in light of the particular circumstances facing the area proposed for redesignation and based on all relevant information available at the time.

a. Attainment Inventory

The State should develop an attainment emissions inventory to identify the level of emissions in the area which is sufficient to attain the NAAQS.⁵ This inventory should be consistent with EPA's most recent guidance on emission inventories for nonattainment areas available at the time and should include the emissions during the time period associated with the monitoring data showing attainment.⁶

Source size thresholds are 100 tons/year for SO₂, NO₂, and PM-10 areas, and 5 tons/year for Pb based upon 40 CFR 51.100(k) and 51.322, as well as established practice for AIRS data. The source size threshold for serious PM-10 areas is 70 tons/year

⁵Where the State has made an adequate demonstration that air quality has improved as a result of the SIP (as discussed previously), the attainment inventory will generally be the actual inventory at the time the area attained the standard.

⁶The EPA's current guidance on the preparation of emission inventories for O₃ and CO nonattainment areas is contained in the following documents: "Procedures for the Preparation of Emission Inventories for Carbon Monoxide and Precursors of Ozone: Volume I" (EPA-450/4-91-016), "Procedures for the Preparation of Emission Inventories for Carbon Monoxide and Precursors of Ozone: Volume II" (EPA-450/4-91-014), "Emission Inventory Requirements for Ozone State Implementation Plans" (EPA-450/4-91-010), "Emission Inventory Requirements for Carbon Monoxide Implementation Plans" (EPA-450/4-91-011), "Guideline for Regulatory Application of the Urban Airshed Model" (EPA-450/4-91-013), "Procedures for Emission Inventory Preparation: Volume IV, Mobile Sources" (EPA-450/4-81-026d), and "Procedures for Preparing Emission Inventory Projections" (EPA-450/4-91-019). The EPA does not currently have specific guidance on attainment emissions inventories for SO₂. In lieu thereof, States are referred to the guidance on emissions data to be used as input to modeling demonstrations, contained in Table 9.1 of EPA's "Guideline on Air Quality Models (Revised)" (EPA-450/2-78-027R), July 1987, which is generally applicable to all criteria pollutants. Emission inventory procedures and requirements documents are currently being prepared by OAQPS for PM-10 and Pb; these documents are due for release by summer 1992.

according to Clean Air Act section 189(b)(3). However, the inventory should include sources below these size thresholds if these smaller sources were included in the SIP attainment demonstration. Where sources below the 100, 70, and 5 tons/year-size thresholds (e.g., areas with smaller source size definitions) are subject to a State's minor source permit program, these sources need only be addressed in the aggregate to the extent that they result in areawide growth.

For O₃ nonattainment areas, the inventory should be based on actual "typical summer day" emissions of O₃ precursors (volatile organic compounds and nitrogen oxides) during the attainment year. This will generally correspond to one of the periodic inventories required for nonattainment areas to reconcile milestones. For CO nonattainment areas, the inventory should be based on actual "typical CO season day" emissions for the attainment year. This will generally correspond to one of the periodic inventories required for nonattainment areas.

b. Maintenance Demonstration

A State may generally demonstrate maintenance of the NAAQS by either showing that future emissions of a pollutant or its precursors will not exceed the level of the attainment inventory, or by modeling to show that the future mix of sources and emission rates will not cause a violation of the NAAQS. Under the Clean Air Act, many areas are required to submit modeled attainment demonstrations to show that proposed reductions in emissions will be sufficient to attain the applicable NAAQS. For these areas, the maintenance demonstration should be based upon the same level of modeling. In areas where no such modeling was required, the State should be able to rely on the attainment inventory approach. In both instances, the demonstration should be for a period of 10 years following the redesignation.

Where modeling is relied upon to demonstrate maintenance, each plan should contain a summary of the air quality concentrations expected to result from application of the control strategy. In the process, the plan should identify and describe the dispersion model or other air quality model used to project ambient concentrations (see 40 CFR 51.46).

In either case, to satisfy the demonstration requirement the State should project emissions for the 10-year period following redesignation, either for the purpose of showing that emissions will not increase over the attainment inventory or for conducting modeling.⁷ The projected inventory should consider future growth, including population and industry, should be consistent

⁷Guidance for projecting emissions may be found in the emissions inventory guidance cited in footnote 6.

with the attainment inventory, and should document data inputs and assumptions. All elements of the demonstration (e.g., emission projections, new source growth, and modeling) should be consistent with current EPA modeling guidance.⁸ For O₃ and CO, the projected emissions should reflect the expected actual emissions based on enforceable emission rates and typical production rates.

For CO, a State should address the areawide component of the maintenance demonstration either by showing that future CO emissions will not increase or by conducting areawide modeling. Preferably, the State should carry out hot-spot modeling that is consistent with the Guideline on Air Quality Models (Revised), in order to demonstrate maintenance of the NAAQS. In particular, if the nonattainment problem is related to a pattern of hot-spots then hot-spot modeling should generally be conducted. However, hot-spot modeling is not automatically required. For example, if the nonattainment problem was related solely to stationary point sources, or if highway improvements have been implemented and the associated emission reductions and travel characteristics can be qualitatively documented, then hot-spot modeling is not required. In such cases, adequate documentation as well as the concurrence of Headquarters is needed.

Any assumptions concerning emission rates must reflect permanent, enforceable measures. In other words, a State generally cannot take credit in the maintenance demonstration for reductions unless there are regulations in place requiring those reductions or the reductions are otherwise shown to be permanent. Therefore, the State will be expected to maintain its implemented control strategy despite redesignation to attainment, unless such measures are shown to be unnecessary for maintenance or are replaced with measures that achieve equivalent reductions (see additional discussion under "Contingency Plan"). Emission reductions from source shutdowns can be considered permanent and enforceable to the extent that those shutdowns have been reflected in the SIP and all applicable permits have been modified accordingly.

Modeling used to demonstrate attainment may be relied upon in the maintenance demonstration where the modeling conforms to current EPA guidance and where the State has projected no significant changes in the modeling inputs during the intervening time. Where the original attainment demonstration may no longer be relied upon, States will be expected to remodel using current

⁸The EPA-approved modeling guidance may be found in the following documents: "Guideline on Air Quality Models (Revised)," OAQPS, RTP, NC (EPA-450/2-78-027R), July 1986; and "PM-10 SIP Development Guideline," OAQPS, RTP, NC (EPA-450/2-86-001), June 1987.

EPA referenced techniques.⁹ This may be necessary where, for example, there has been a change in emissions or a change in the siting of new sources or modifications such that air quality may no longer be accurately represented by the existing modeling.

c. Monitoring Network

Once an area has been redesignated, the State should continue to operate an appropriate air quality monitoring network, in accordance with 40 CFR Part 58, to verify the attainment status of the area. The maintenance plan should contain provisions for continued operation of air quality monitors that will provide such verification. In cases where measured mobile source parameters (e.g., vehicle miles traveled congestion) have changed over time, the State may also need to perform a saturation monitoring study to determine the need for, and location of, additional permanent monitors.

d. Verification of Continued Attainment

Each State should ensure that it has the legal authority to implement and enforce all measures necessary to attain and to maintain the NAAQS. Sections 110(a)(2)(B) and (F) of the Clean Air Act, as amended, and regulations promulgated at 40 CFR 51.110(k), suggest that one such measure is the acquisition of ambient and source emission data to demonstrate attainment and maintenance.

Regardless of whether the maintenance demonstration is based on a showing that future emission inventories will not exceed the attainment inventory or on modeling, the State submittal should indicate how the State will track the progress of the maintenance plan. This is necessary due to the fact that the emission projections made for the maintenance demonstration depend on assumptions of point and area source growth.

One option for tracking the progress of the maintenance demonstration, provided here as an example, would be for the State to periodically update the emissions inventory. In this case, the maintenance plan should specify the frequency of any planned inventory updates. Such an update could be based, in part, on the annual AIRS update and could indicate new source growth and other changes from the attainment inventory (e.g., changes in vehicle miles travelled or in traffic patterns). As an alternative to a complete update of the inventory, the State may choose to do a comprehensive review of the factors that were used in developing the attainment inventory to show no significant change. If this review does show a significant change, the State should then perform an update of the inventory.

⁹See references for modeling guidance cited in footnote 8.

Where the demonstration is based on modeling, an option for tracking progress would be for the State to periodically (typically every 3 years) reevaluate the modeling assumptions and input data. In any event, the State should monitor the indicators for triggering contingency measures (as discussed below).

e. Contingency Plan

Section 175A of the Act also requires that a maintenance plan include contingency provisions, as necessary, to promptly correct any violation of the NAAQS that occurs after redesignation of the area. These contingency measures are distinguished from those generally required for nonattainment areas under section 172(c)(9) and those specifically required for O₃ and CO nonattainment areas under sections 182(c)(9) and 187(a)(3), respectively. For the purposes of section 175A, a State is not required to have fully adopted contingency measures that will take effect without further action by the State in order for the maintenance plan to be approved. However, the contingency plan is considered to be an enforceable part of the SIP and should ensure that the contingency measures are adopted expediently once they are triggered. The plan should clearly identify the measures to be adopted, a schedule and procedure for adoption and implementation, and a specific time limit for action by the State. As a necessary part of the plan, the State should also identify specific indicators, or triggers, which will be used to determine when the contingency measures need to be implemented.

Where the maintenance demonstration is based on the inventory, the State may, for example, identify an "action level" of emissions as the indicator. If later inventory updates show that the inventory has exceeded the action level, the State would take the necessary steps to implement the contingency measures. The indicators would allow a State to take early action to address potential violations of the NAAQS before they occur. By taking early action, States may be able to prevent any actual violations of the NAAQS and, therefore, eliminate the need on the part of EPA to redesignate an area to nonattainment.

Other indicators to consider include monitored or modeled violations of the NAAQS (due to the inadequacy of monitoring data in some situations). It is important to note that air quality data in excess of the NAAQS will not automatically necessitate a revision of the SIP where implementation of contingency measures is adequate to address the cause of the violation. The need for a SIP revision is subject to the Administrator's discretion.

The EPA will review what constitutes a contingency plan on a case-by-case basis. At a minimum, it must require that the State will implement all measures contained in the Part D nonattainment

plan for the area prior to redesignation [see section 175A(d)]. This language suggests that a State may submit a SIP revision at the time of its redesignation request to remove or reduce the stringency of control measures. Such a revision can be approved by EPA if it provides for compensating equivalent reductions. A demonstration that measures are equivalent would have to include appropriate modeling or an adequate justification. Alternatively, a State might be able to demonstrate (through EPA-approved modeling) that the measures are not necessary for maintenance of the standard. In either case, the contingency plan would have to provide for implementation of any measures that were reduced or removed after redesignation of the area.

Summary

As stated previously, this memorandum consolidates EPA's redesignation and maintenance plan guidance and Regions should rely upon it as a general framework in drafting Federal Register notices. It is strongly suggested that the Regional Offices share this document with the appropriate States. This should give the States a better understanding of what is expected from a redesignation request and maintenance plan under existing policy. Any necessary changes to existing Agency policy will be made through our action on specific redesignation requests and the review of section 175A maintenance plans for these particular areas, both of which are subject to notice and comment rulemaking procedures. Thus, in applying this memorandum to specific circumstances in a rulemaking, Regions should consider the applicability of the underlying policies to the particular facts and to comments submitted by any person. If your staff members have questions which require clarification, they may contact Sharon Reinders at (919) 541-5284 for O₃- and CO-related issues, and Eric Ginsburg at (919) 541-0877 for SO₂-, PM-10-, and Pb-related issues.

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Appendix B

***Comparison of Inspection and Maintenance (I/M) Emission Reduction Benefits
in Area A with the EPA Enhanced I/M Performance Standard, Maricopa Association
of Governments, July 2006***

Comparison of Inspection and Maintenance (I/M) Emission Reduction Benefits in Area A with the EPA Enhanced I/M Performance Standard

Summary

The objective of this analysis is to demonstrate that the Inspection and Maintenance (I/M) program in place in parts of Maricopa and Pinal Counties (called Area A) meets the EPA enhanced I/M performance standard, as defined in 40 CFR Part 51.351. This analysis is being conducted to support the revision to the State Implementation Plan that exempts collectible vehicles from I/M testing in Area A.

In order to meet the EPA performance standard, the emission reduction benefits associated with the I/M program in Area A should be greater than the benefits associated with the EPA performance standard. The emission reduction benefits for the Area A I/M program and the EPA performance standard were calculated by comparing emission factors in grams per mile with and without the I/M program. The emission factors were calculated for the ozone precursors, volatile organic compounds (VOC) and nitrogen oxides (NO_x), because portions of Maricopa and Pinal Counties, including Area A, are in a nonattainment area for eight-hour ozone. Carbon monoxide (CO) emission benefits were also evaluated, because a portion of Maricopa County is also in a carbon monoxide maintenance area.

The Maricopa County nonattainment area was reclassified to Serious for CO in 1996 and Serious for one-hour ozone in 1997. An enhanced I/M program was subsequently implemented in Area A to meet requirements for serious nonattainment areas. In April 2005, EPA redesignated the area to attainment for CO. On July 14, 2005, EPA redesignated the area to attainment for one-hour ozone. The one-hour ozone standard was revoked on June 15, 2005, and replaced by the new eight-hour ozone standard. Under this new ozone standard, parts of Maricopa and Pinal Counties are classified as “Basic” under Part D, Subpart I, of the Clean Air Act.

Because the area is no longer classified as Serious for carbon monoxide or ozone and satisfies other requirements of Part 51.351(g), the analysis performed here compares the I/M program in Area A in 2002 and 2008 with the Alternate Low Enhanced I/M Performance Standard. The specifications for the Alternate Low Enhanced I/M Standard are described under Part 51.351(g).

The year 2008 was chosen for the analysis, because it is the date that will be modeled to demonstrate attainment of the eight-hour ozone standard for this Basic nonattainment area. The NPRM for 40 CFR Part 51.351(g)(13), dated January 6, 2006, indicates that the first year for an eight-hour ozone analysis should be six years beyond the eight-hour ozone designation date. Since this would be 2010, after the attainment date of 2008 for this area, a date six years prior to attainment has been substituted. In addition, 2002 is the analysis year that was required in Part 51.351(g)(13) before the January 2006 revisions.

Emission rates for VOC, NO_x, and CO in grams per mile (gpm) were developed using MOBILE6.2 for the calendar years, 2002 and 2008. Due to the passage of H.B. 2357 by the

Arizona Legislature in 2005, the 2008 emission rates with I/M were adjusted to remove collectible vehicles.

The results, as given in Tables 1, 2, and 3, show that Area A I/M program benefits in 2002 are 0.21 gpm for VOC, 0.10 gpm for NOx, and 3.66 gpm for CO, which are all higher than the performance standard benefits of 0.16 for VOC, 0.02 for NOx, and 2.91 for CO. I/M program benefits in 2008 are higher than the performance standards, as well. The I/M and performance standard benefits are 0.07 vs. 0.04 gpm for VOC, 0.09 vs. 0.01 for NOx, and 1.40 vs. 1.02 for CO, respectively. Thus, I/M programs in place in Area A exceed the EPA alternate low enhanced I/M performance standard for 2002 and 2008.

Methodology

Emission factors for VOC, CO and NOx in grams per mile were derived by running EPA MOBILE6.2 for two scenarios, with the I/M program and without the I/M program. In addition, emissions factors were derived for the EPA alternate low enhanced I/M performance standard. The emission reduction benefits of the I/M program were compared with those of the performance standard for calendar years 2002 and 2008. Reduction factors were applied to remove collectible vehicles from the fleet tested with I/M in 2008 to reflect the exemption of collectible vehicles from I/M testing by H.B 2357.

Emission reduction benefits for the I/M program and performance standard were calculated as follows:

$$\begin{aligned} \text{I/M program benefit} &= \text{EF}_{\text{No I/M}} - \text{EF}_{\text{I/M}} \\ \text{Performance standard (PS) benefit} &= \text{EF}_{\text{No I/M}} - \text{EF}_{\text{PS}} \end{aligned}$$

Where $\text{EF}_{\text{No I/M}}$ = Emission factor without I/M program in place,
 $\text{EF}_{\text{I/M}}$ = Emission factor with I/M program in place

To remove collectible vehicles in 2008, weighting factors were derived using 2003 daily VMT of 83 million miles for all vehicles and 18,788 miles for collectible vehicles in Area A and a ratio of emission factor for light duty vehicles to emission factor for all vehicles. The 2003 daily VMT for all vehicles was obtained by interpolating 2002 and 2008 daily VMTs estimated from MAG 2002 and 2008 network assignments while the 2003 daily VMT for collectible vehicles was obtained from the ADEQ, *“Report on Potential Exemptions from Vehicle Emissions Testing for Motorcycles, Collectible Vehicles and Vehicles 25 Model Years Old and Older,”* December 2004.

The weighting factors for VOC, NOx and CO were calculated in the following equation:

$$\text{WF}_{\text{pollutant}} = 1 - R * (\text{EF}_{\text{LDV}} / \text{EF}_{\text{All}})$$

Where,

$R = \text{ratio of collectible vehicle VMT to all vehicle VMT} = 18,788 \text{ miles} / 83,000,000 \text{ miles} = 0.0002,$

$EF_{LDV} = 2008 \text{ emission factor with I/M for light duty vehicles},$

$EF_{All} = 2008 \text{ emission factor with I/M for all vehicles}.$

Therefore,

$WF_{VOC} = 1 - 0.0002 * (0.838 \text{ gpm} / 0.820 \text{ gpm}) = 0.9998,$

$WF_{NOx} = 1 - 0.0002 * (0.653 \text{ gpm} / 1.441 \text{ gpm}) = 0.9998,$

$WF_{CO} = 1 - 0.0002 * (7.223 \text{ gpm} / 6.847 \text{ gpm}) = 0.9999.$

The weighting factors were applied to the 2008 I/M emission factors to obtain emission factors that excluded collectible vehicles.

Noncollectible fleet VOC emission factors with I/M in 2008 = $WF_{VOC} \times EF_{VOC} = 0.9998 * 0.820 \text{ gpm} = 0.820 \text{ gpm},$

Noncollectible fleet NOx emission factors with I/M in 2008 = $WF_{NOx} \times EF_{NOx} = 0.9998 * 1.441 \text{ gpm} = 1.441 \text{ gpm},$

Noncollectible fleet CO emission factors with I/M in 2008 = $WF_{CO} \times EF_{CO} = 0.9999 * 6.847 \text{ gpm} = 6.846 \text{ gpm}.$

In running MOBILE6.2 for emission factors, the I/M program set-ups for the latest MAG conformity analysis were used. Inputs for MOBILE6.2 scenario section parameters such as the minimum/maximum temperatures, fuel RVP, and characteristics of the fuels were based on the data provided in the ADEQ, *“Report on Potential Exemptions from Vehicle Emissions Testing for Motorcycles, Collectible Vehicles and Vehicles 25 Model Years Old and Older,”* December 2004.

The 2002 and 2008 MOBILE6.2 input files, including I/M programs, are provided in Appendix 1a and 4a, respectively. Since MOBILE6.2 does not estimate credits for the IM147 that is in place in Area A, IM240 was used with the IM147 cutpoints that were provided by ADEQ (Memo from Peter Hyde, “Cutpoints for IM147 for MOBILE6”, May 28, 2001). The 2002 and 2008 IM147 cutpoints are presented in Appendix 7a and 7b, respectively.

The I/M and anti-tampering (ATP) criteria promulgated in 40 CFR Part 51 Subpart S for the “Alternate low enhanced I/M performance standard” were employed to set up MOBILE6 I/M inputs for the performance standard benefit estimation. The specifications for the performance standard represent one I/M and two ATP programs:

I/M:

- 1) Centralized, annual, idle exhaust test I/M program starting in 1983,
- 2) Testing of 1968 and newer vehicles
- 3) Covering light duty vehicles and light duty trucks rated up to 8,500 lbs GVWR,
- 4) Stringency 20%,
- 5) Waiver rate 3%,

- 6) Compliance rate 96%.

ATP1:

- 1) Visual inspection of the Positive Crankcase Ventilation (PCV) valve
- 2) Inspection of 1968 through 1971 model year vehicles,
- 3) Covering light duty vehicles and light duty trucks rated up to 8,500 lbs GVWR,
- 4) Compliance rate 96%.

ATP2:

- 1) Visual inspection of the Exhaust Gas Recirculation (EGR) valve,
- 2) Inspection of 1972 and newer model year vehicles,
- 3) Covering light duty vehicles and light duty trucks rated up to 8,500 lbs GVWR,
- 4) Compliance rate 96%.

Appendix 2a and 5a provide the MOBILE6.2 input set-ups for the I/M and ATP1 and ATP2 programs for the performance standard.

It should be noted that the temperatures used in generating emission factors with MOBILE6.2 represent summer conditions. This is appropriate for VOC and NO_x, but would not be appropriate for estimating the highest concentrations of CO, which typically occur in the winter. Since the focus of this analysis is eight-hour ozone, the summer temperatures have been used for all three pollutants.

Results

MOBILE6.2 emissions factors in grams per mile for the I/M and No-I/M scenarios for Area A are shown in Table 1. Table 2 provides the emission factors for the performance standard and No-I/M. In Table 3, the I/M emission reduction benefits in Area A for VOC, NO_x, and CO were calculated by subtracting I/M emission factors from the No-I/M emission factors, while the emission reduction benefits of the performance standard were estimated by subtracting emission factors for the performance standard from those for the No-I/M scenario. All of the emission reduction benefits were calculated in grams per mile. Table 3 indicates that the I/M emission reduction benefits are higher than the emission reduction benefits of the performance standard for all three pollutants. It can therefore be concluded that the I/M program in place in Area A in 2002 and 2008 exceeds the EPA alternative low enhanced I/M performance standard.

Table 1. I/M Benefit Estimates in Area A

	2002			2008 ¹		
	VOC	NOx	CO	VOC	NOx	CO
I/M (gpm) ²	1.349	2.481	11.337	0.820	1.441	6.846
No-I/M (gpm)	1.559	2.578	14.998	0.889	1.529	8.245

Note:

1. Weighting factors, 0.9998 for VOC and NOx and 0.9999 for CO, are applied to I/M emission factors to remove collectible vehicles.
2. AZ IM147 cutpoints were used for IM240 (ADEQ Memo, Cutpoints for IM147 for MOBILE6, Dated May 28, 2001).

Table 2. Alternate Low Enhanced I/M Performance Standard Benefits in Area A

	2002			2008		
	VOC	NOx	CO	VOC	NOx	CO
I/M Performance Standard (gpm)	1.396	2.555	12.084	0.848	1.523	7.222
No-I/M (gpm)	1.559	2.578	14.998	0.889	1.529	8.245

Table 3. Comparison of I/M Benefits with EPA Performance Standard Benefits in Area A

	2002			2008		
	VOC	NOx	CO	VOC	NOx	CO
I/M Benefits in Area A (gpm)	0.21	0.10	3.66	0.07	0.09	1.40
I/M Performance Standard Benefits (gpm)	0.16	0.02	2.91	0.04	0.01	1.02
Meet Performance Standard?	Yes	Yes	Yes	Yes	Yes	Yes

Appendix 1a -- 2002 Input File with IM

```

MOBILE6 INPUT FILE :
POLLUTANTS       : HC CO NOX
DATABASE OUTPUT  :
WITH FIELDNAMES  :
DAILY OUTPUT     :

RUN DATA
I/M PROGRAM      : 1 1977 2050 1 T/O LOADED/IDLE
I/M MODEL YEARS  : 1 1967 2050
I/M VEHICLES     : 1 11111 22222222 2
I/M STRINGENCY   : 1 28.0
I/M COMPLIANCE   : 1 97.0
I/M WAIVER RATES : 1 1.3 1.0
I/M GRACE PERIOD : 1 5
I/M PROGRAM      : 2 1977 2050 2 T/O IM240
I/M MODEL YEARS  : 2 1981 1995
I/M VEHICLES     : 2 22222 11111111 1
I/M STRINGENCY   : 2 28.0
I/M COMPLIANCE   : 2 97.0
I/M WAIVER RATES : 2 1.3 1.0
I/M GRACE PERIOD : 2 5
I/M CUTPOINTS    : 2 azcut02.d
I/M PROGRAM      : 3 1977 2050 1 T/O LOADED/IDLE
I/M MODEL YEARS  : 3 1967 1980
I/M VEHICLES     : 3 22222 11111111 1
I/M STRINGENCY   : 3 28.0
I/M COMPLIANCE   : 3 97.0
I/M WAIVER RATES : 3 1.3 1.0
I/M PROGRAM      : 4 2001 2050 2 T/O OBD I/M
I/M MODEL YEARS  : 4 1996 2050
I/M VEHICLES     : 4 22222 11111111 1
I/M STRINGENCY   : 4 28.0
I/M COMPLIANCE   : 4 97.0
I/M WAIVER RATES : 4 1.3 1.0
I/M GRACE PERIOD : 4 5
I/M PROGRAM      : 5 2001 2050 2 T/O EVAP OBD & GC
I/M MODEL YEARS  : 5 1996 2050
I/M VEHICLES     : 5 22222 11111111 1
I/M STRINGENCY   : 5 28.0
I/M COMPLIANCE   : 5 97.0
I/M WAIVER RATES : 5 1.3 1.0
I/M GRACE PERIOD : 5 5

ANTI-TAMP PROG   :
87 75 80 22222 22222222 2 11 097. 22111222
ANTI-TAMP PROG   :
87 81 95 11111 22222222 2 11 097. 22111222

REG DIST         : 02Reg02.D

SCENARIO RECORD  : SUMMER EMISSION IN AREA A WITH IM 2002
CALENDAR YEAR    : 2002
EVALUATION MONTH : 7
ALTITUDE         : 1
MIN/MAX TEMP     : 75.5 102.5
FUEL RVP         : 7.0
FUEL PROGRAM     : 4
  30.0  30.0  30.0  30.0  30.0  30.0  30.0  30.0
  30.0  30.0  30.0  30.0  30.0  30.0  30.0  30.0
  80.0  80.0  80.0  80.0  80.0  30.0  30.0  30.0
  30.0  30.0  30.0  30.0  30.0  30.0  30.0  30.0
SULFUR CONTENT   : 30.0
OXYGENATED FUELS : 1.000 0.000 0.020 0.000 1

END OF RUN

```


Appendix 2a -- 2002 Input File with the EPA Performance Standard

```
MOBILE6 INPUT FILE :
POLLUTANTS          : HC CO NOX
DATABASE OUTPUT     :
WITH FIELDNAMES     :
DAILY OUTPUT        :

RUN DATA
I/M PROGRAM         : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS     : 1 1968 2050
I/M VEHICLES        : 1 22222 11111111 1
I/M STRINGENCY      : 1 20.0
I/M COMPLIANCE      : 1 96.0
I/M WAIVER RATES    : 1 3.0 3.0

ANTI-TAMP PROG      :
83 68 71 22222 11111111 1 11 096. 11111121
ANTI-TAMP PROG      :
83 72 50 22222 11111111 1 11 096. 11112111

REG DIST            : 02Reg02.D

SCENARIO RECORD     : SUMMER EMISSION IN AREA A WITH PS 2002
CALENDAR YEAR       : 2002
EVALUATION MONTH    : 7
ALTITUDE            : 1
MIN/MAX TEMP        : 75.5 102.5
FUEL RVP            : 7.0
FUEL PROGRAM        : 4
  30.0  30.0  30.0  30.0  30.0  30.0  30.0
  30.0  30.0  30.0  30.0  30.0  30.0  30.0
  80.0  80.0  80.0  80.0  80.0  30.0  30.0
  30.0  30.0  30.0  30.0  30.0  30.0  30.0
SULFUR CONTENT      : 30.0
OXYGENATED FUELS    : 1.000 0.000 0.020 0.000 1

END OF RUN
```


Appendix 3a -- 2002 Input File without IM

```
MOBILE6 INPUT FILE :
POLLUTANTS          : HC CO NOX
DATABASE OUTPUT     :
WITH FIELDNAMES     :
DAILY OUTPUT        :

RUN DATA

REG DIST            : 02Reg02.D

SCENARIO RECORD     : SUMMER EMISSION IN AREA A W/O IM 2002
CALENDAR YEAR       : 2002
EVALUATION MONTH    : 7
ALTITUDE            : 1
MIN/MAX TEMP        : 75.5 102.5
FUEL RVP            : 7.0
FUEL PROGRAM        : 4
  30.0  30.0  30.0  30.0  30.0  30.0  30.0  30.0
  30.0  30.0  30.0  30.0  30.0  30.0  30.0  30.0
  80.0  80.0  80.0  80.0  80.0  30.0  30.0  30.0
  30.0  30.0  30.0  30.0  30.0  30.0  30.0  30.0
SULFUR CONTENT      : 30.0
OXYGENATED FUELS    : 1.000 0.000 0.020 0.000 1

END OF RUN
```


Appendix 4a -- 2008 Input File with IM

MOBILE6 INPUT FILE :
POLLUTANTS : HC CO NOX
DATABASE OUTPUT :
WITH FIELDNAMES :
DAILY OUTPUT :

RUN DATA
I/M PROGRAM : 1 1977 2050 1 T/O LOADED/IDLE
I/M MODEL YEARS : 1 1967 2050
I/M VEHICLES : 1 11111 22222222 2
I/M STRINGENCY : 1 28.0
I/M COMPLIANCE : 1 97.0
I/M WAIVER RATES : 1 1.3 1.0
I/M GRACE PERIOD : 1 5
I/M PROGRAM : 2 1977 2050 2 T/O IM240
I/M MODEL YEARS : 2 1981 1995
I/M VEHICLES : 2 22222 11111111 1
I/M STRINGENCY : 2 28.0
I/M COMPLIANCE : 2 97.0
I/M WAIVER RATES : 2 1.3 1.0
I/M GRACE PERIOD : 2 5
I/M CUTPOINTS : 2 azcut08.d
I/M PROGRAM : 3 1977 2050 1 T/O LOADED/IDLE
I/M MODEL YEARS : 3 1967 1980
I/M VEHICLES : 3 22222 11111111 1
I/M STRINGENCY : 3 28.0
I/M COMPLIANCE : 3 97.0
I/M WAIVER RATES : 3 1.3 1.0
I/M PROGRAM : 4 2001 2050 2 T/O OBD I/M
I/M MODEL YEARS : 4 1996 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 28.0
I/M COMPLIANCE : 4 97.0
I/M WAIVER RATES : 4 1.3 1.0
I/M GRACE PERIOD : 4 5
I/M PROGRAM : 5 2001 2050 2 T/O EVAP OBD & GC
I/M MODEL YEARS : 5 1996 2050
I/M VEHICLES : 5 22222 11111111 1
I/M STRINGENCY : 5 28.0
I/M COMPLIANCE : 5 97.0
I/M WAIVER RATES : 5 1.3 1.0
I/M GRACE PERIOD : 5 5

ANTI-TAMP PROG :
87 75 80 22222 22222222 2 11 097. 22111222
ANTI-TAMP PROG :
87 81 95 11111 22222222 2 11 097. 22111222

REG DIST : 02Reg08.D

SCENARIO RECORD : SUMMER EMISSION IN AREA A WITH IM 2008
CALENDAR YEAR : 2008
EVALUATION MONTH : 7
ALTITUDE : 1
MIN/MAX TEMP : 75.5 102.5
FUEL RVP : 7.0
FUEL PROGRAM : 4
30.0 30.0 30.0 30.0 30.0 30.0 30.0 30.0
30.0 30.0 30.0 30.0 30.0 30.0 30.0 30.0
80.0 80.0 80.0 80.0 80.0 30.0 30.0 30.0
30.0 30.0 30.0 30.0 30.0 30.0 30.0 30.0
SULFUR CONTENT : 30.0
OXYGENATED FUELS : 1.000 0.000 0.020 0.000 1

END OF RUN

Appendix 5a -- 2008 Input File with the EPA Performance Standard

```
MOBILE6 INPUT FILE :
POLLUTANTS          : HC CO NOX
DATABASE OUTPUT     :
WITH FIELDNAMES     :
DAILY OUTPUT        :

RUN DATA
I/M PROGRAM          : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS     : 1 1968 2050
I/M VEHICLES        : 1 22222 11111111 1
I/M STRINGENCY      : 1 20.0
I/M COMPLIANCE      : 1 96.0
I/M WAIVER RATES    : 1 3.0 3.0
ANTI-TAMP PROG      :
83 68 71 22222 11111111 1 11 096. 11111121
ANTI-TAMP PROG      :
83 72 50 22222 11111111 1 11 096. 11112111

REG DIST            : 02Reg08.D
SCENARIO RECORD     : SUMMER EMISSION IN AREA A WITH PS 2008
CALENDAR YEAR       : 2008
EVALUATION MONTH    : 7
ALTITUDE            : 1
MIN/MAX TEMP        : 75.5 102.5
FUEL RVP            : 7.0
FUEL PROGRAM        : 4
  30.0  30.0  30.0  30.0  30.0  30.0  30.0  30.0
  30.0  30.0  30.0  30.0  30.0  30.0  30.0  30.0
  80.0  80.0  80.0  80.0  80.0  30.0  30.0  30.0
  30.0  30.0  30.0  30.0  30.0  30.0  30.0  30.0
SULFUR CONTENT      : 30.0
OXYGENATED FUELS    : 1.000 0.000 0.020 0.000 1

END OF RUN
```


Appendix 6a -- 2008 Input File without IM

```
MOBILE6 INPUT FILE :
POLLUTANTS          : HC CO NOX
DATABASE OUTPUT     :
WITH FIELDNAMES     :
DAILY OUTPUT        :

RUN DATA

REG DIST            : 02Reg08.D

SCENARIO RECORD     : SUMMER EMISSION IN AREA A W/O IM 2008
CALENDAR YEAR       : 2008
EVALUATION MONTH    : 7
ALTITUDE            : 1
MIN/MAX TEMP        : 75.5 102.5
FUEL RVP            : 7.0
FUEL PROGRAM        : 4
  30.0  30.0  30.0  30.0  30.0  30.0  30.0  30.0
  30.0  30.0  30.0  30.0  30.0  30.0  30.0  30.0
  80.0  80.0  80.0  80.0  80.0  30.0  30.0  30.0
  30.0  30.0  30.0  30.0  30.0  30.0  30.0  30.0
SULFUR CONTENT      : 30.0
OXYGENATED FUELS    : 1.000 0.000 0.020 0.000 1

END OF RUN
```


Appendix 7a -- 2002 IM Cutpoints

* External data file AZCUT02.D (IM147 CUTPOINTS, Composite for 2002)

I/M CUTPOINTS

* Block 1 (LDGV, LDGT1)									
0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800	1.000
1.000	1.000	1.000	1.600	1.600	1.600	1.600	2.400	2.400	2.400
3.000	3.000	3.000	3.000	3.000					
12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000
12.000	12.000	12.000	15.000	15.000	15.000	15.000	20.000	20.000	20.000
25.000	25.000	25.000	25.000	25.000					
2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.500
2.500	2.500	2.500	2.500	2.500	2.500	2.500	3.500	3.500	3.500
3.500	3.500	3.500	3.500	3.500					
* Block 2 (LDGT2, LDGT3)									
1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	2.000
2.000	2.000	2.000	3.000	3.000	3.000	3.000	4.000	4.000	4.000
4.000	4.000	4.000	4.000	4.000					
20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
20.000	20.000	20.000	25.000	25.000	25.000	25.000	40.000	40.000	40.000
40.000	40.000	40.000	40.000	40.000					
3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	4.000
4.000	4.000	4.000	4.500	4.500	4.500	5.500	5.500	5.500	5.500
5.500	5.500	5.500	5.500	5.500					
* Block 3 (LDGT4)									
2.400	2.400	2.400	2.400	2.400	2.400	2.400	2.400	2.400	3.000
3.000	3.000	3.000	3.000	3.000	4.000	4.000	4.400	4.400	4.400
4.400	4.400	4.400	4.400	4.400					
25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
25.000	25.000	25.000	25.000	25.000	40.000	40.000	40.000	40.000	40.000
40.000	40.000	40.000	40.000	40.000					
4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	5.000
5.000	5.000	5.000	5.500	5.500	5.500	5.500	7.000	7.000	7.000
7.000	7.000	7.000	7.000	7.000					
* Block 4 (HDGV)									
1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200
1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200
1.200	1.200	1.200	1.200	1.200					
20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
20.000	20.000	20.000	20.000	20.000					
3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
3.000	3.000	3.000	3.000	3.000					

Appendix 7b -- 2008 IM Cutpoints

* External data file AZCUT08.D (IM147 CUTPOINTS, COMPOSITE for 2008)

*

I/M CUTPOINTS

* Block 1 (LDGV, LDGT1)										
0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800
0.800	0.800	0.800	0.800	0.800	1.000	1.000	1.000	1.000	1.000	1.600
1.600	1.600	1.600	2.400	2.400						
12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000
12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	15.000
15.000	15.000	15.000	20.000	20.000						
2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
2.000	2.000	2.000	2.000	2.000	2.500	2.500	2.500	2.500	2.500	2.500
2.500	2.500	2.500	3.500	3.500						
* Block 2 (LDGT2, LDGT3)										
1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600
1.600	1.600	1.600	1.600	1.600	2.000	2.000	2.000	2.000	2.000	3.000
3.000	3.000	3.000	4.000	4.000						
20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	25.000
25.000	25.000	25.000	40.000	40.000						
3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
3.000	3.000	3.000	3.000	3.000	4.000	4.000	4.000	4.000	4.000	4.500
4.500	4.500	5.500	5.500	5.500						
* Block 3 (LDGT4)										
2.400	2.400	2.400	2.400	2.400	2.400	2.400	2.400	2.400	2.400	2.400
2.400	2.400	2.400	2.400	2.400	3.000	3.000	3.000	3.000	3.000	3.000
3.000	4.000	4.000	4.400	4.400						
25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
25.000	40.000	40.000	40.000	40.000						
4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
4.000	4.000	4.000	4.000	4.000	5.000	5.000	5.000	5.000	5.000	5.500
5.500	5.500	5.500	7.000	7.000						
* Block 4 (HDGV)										
1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200
1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200
1.200	1.200	1.200	1.200	1.200						
20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
20.000	20.000	20.000	20.000	20.000						
3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
3.000	3.000	3.000	3.000	3.000						

Appendix 8a -- 2002 Vehicle Registration

REG DIST

```

* LDV
1 0.0680 0.0960 0.0960 0.0850 0.0720 0.0690 0.0610 0.0640 0.0540 0.0480
  0.0390 0.0370 0.0330 0.0310 0.0260 0.0220 0.0190 0.0160 0.0110 0.0070
  0.0040 0.0040 0.0030 0.0040 0.0340
* LDT1
2 0.0570 0.1060 0.0910 0.0730 0.0700 0.0760 0.0590 0.0610 0.0590 0.0420
  0.0310 0.0280 0.0250 0.0290 0.0220 0.0190 0.0240 0.0170 0.0130 0.0080
  0.0070 0.0070 0.0040 0.0070 0.0640
* LDT2
3 0.0570 0.1060 0.0910 0.0730 0.0700 0.0760 0.0590 0.0610 0.0590 0.0420
  0.0310 0.0280 0.0250 0.0290 0.0220 0.0190 0.0240 0.0170 0.0130 0.0080
  0.0070 0.0070 0.0040 0.0070 0.0640
* LDT3
4 0.0550 0.0970 0.0900 0.0780 0.0670 0.0670 0.0590 0.0630 0.0610 0.0460
  0.0320 0.0270 0.0260 0.0330 0.0270 0.0140 0.0200 0.0170 0.0120 0.0060
  0.0070 0.0080 0.0060 0.0110 0.0700
* LDT4
5 0.0550 0.0970 0.0900 0.0780 0.0670 0.0670 0.0590 0.0630 0.0610 0.0460
  0.0320 0.0270 0.0260 0.0330 0.0270 0.0140 0.0200 0.0170 0.0120 0.0060
  0.0070 0.0080 0.0060 0.0110 0.0700
* HDV2B
6 0.0340 0.0562 0.1228 0.0859 0.0700 0.0929 0.0497 0.0698 0.0651 0.0481
  0.0191 0.0190 0.0424 0.0468 0.0532 0.0143 0.0163 0.0143 0.0092 0.0052
  0.0058 0.0050 0.0058 0.0116 0.0373
* HDV3
7 0.0340 0.0562 0.1228 0.0859 0.0700 0.0929 0.0497 0.0698 0.0651 0.0481
  0.0191 0.0190 0.0424 0.0468 0.0532 0.0143 0.0163 0.0143 0.0092 0.0052
  0.0058 0.0050 0.0058 0.0116 0.0373
* HDV4
8 0.0340 0.0562 0.1228 0.0859 0.0700 0.0929 0.0497 0.0698 0.0651 0.0481
  0.0191 0.0190 0.0424 0.0468 0.0532 0.0143 0.0163 0.0143 0.0092 0.0052
  0.0058 0.0050 0.0058 0.0116 0.0373
* HDV5
9 0.0340 0.0562 0.1228 0.0859 0.0700 0.0929 0.0497 0.0698 0.0651 0.0481
  0.0191 0.0190 0.0424 0.0468 0.0532 0.0143 0.0163 0.0143 0.0092 0.0052
  0.0058 0.0050 0.0058 0.0116 0.0373
* HDV6
10 0.0340 0.0562 0.1228 0.0859 0.0700 0.0929 0.0497 0.0698 0.0651 0.0481
  0.0191 0.0190 0.0424 0.0468 0.0532 0.0143 0.0163 0.0143 0.0092 0.0052
  0.0058 0.0050 0.0058 0.0116 0.0373
* HDV7
11 0.0340 0.0562 0.1228 0.0859 0.0700 0.0929 0.0497 0.0698 0.0651 0.0481
  0.0191 0.0190 0.0424 0.0468 0.0532 0.0143 0.0163 0.0143 0.0092 0.0052
  0.0058 0.0050 0.0058 0.0116 0.0373
* HDV8a
12 0.0340 0.0562 0.1228 0.0859 0.0700 0.0929 0.0497 0.0698 0.0651 0.0481
  0.0191 0.0190 0.0424 0.0468 0.0532 0.0143 0.0163 0.0143 0.0092 0.0052
  0.0058 0.0050 0.0058 0.0116 0.0373
* HDV8b
13 0.0340 0.0562 0.1228 0.0859 0.0700 0.0929 0.0497 0.0698 0.0651 0.0481
  0.0191 0.0190 0.0424 0.0468 0.0532 0.0143 0.0163 0.0143 0.0092 0.0052
  0.0058 0.0050 0.0058 0.0116 0.0373
* HDBS
14 0.0340 0.0562 0.1228 0.0859 0.0700 0.0929 0.0497 0.0698 0.0651 0.0481
  0.0191 0.0190 0.0424 0.0468 0.0532 0.0143 0.0163 0.0143 0.0092 0.0052
  0.0058 0.0050 0.0058 0.0116 0.0373
* HDBT
15 0.0340 0.0562 0.1228 0.0859 0.0700 0.0929 0.0497 0.0698 0.0651 0.0481
  0.0191 0.0190 0.0424 0.0468 0.0532 0.0143 0.0163 0.0143 0.0092 0.0052
  0.0058 0.0050 0.0058 0.0116 0.0373
* Motorcycles
16 0.0960 0.1320 0.1140 0.0990 0.0730 0.0550 0.0500 0.0390 0.0320 0.0300
  0.0210 0.0150 0.0150 0.0150 0.0140 0.0160 0.0250 0.0210 0.0150 0.0170
  0.0210 0.0140 0.0120 0.0080 0.0520

```

Appendix 8b -- 2008 Vehicle Registration

REG DIST

* LDV
 1 0.0680 0.0960 0.0960 0.0850 0.0720 0.0690 0.0610 0.0640 0.0540 0.0480
 0.0390 0.0370 0.0330 0.0310 0.0260 0.0220 0.0190 0.0160 0.0110 0.0070
 0.0040 0.0040 0.0030 0.0040 0.0340

* LDT1
 2 0.0570 0.1060 0.0910 0.0730 0.0700 0.0760 0.0590 0.0610 0.0590 0.0420
 0.0310 0.0280 0.0250 0.0290 0.0220 0.0190 0.0240 0.0170 0.0130 0.0080
 0.0070 0.0070 0.0040 0.0070 0.0640

* LDT2
 3 0.0570 0.1060 0.0910 0.0730 0.0700 0.0760 0.0590 0.0610 0.0590 0.0420
 0.0310 0.0280 0.0250 0.0290 0.0220 0.0190 0.0240 0.0170 0.0130 0.0080
 0.0070 0.0070 0.0040 0.0070 0.0640

* LDT3
 4 0.0550 0.0970 0.0900 0.0780 0.0670 0.0670 0.0590 0.0630 0.0610 0.0460
 0.0320 0.0270 0.0260 0.0330 0.0270 0.0140 0.0200 0.0170 0.0120 0.0060
 0.0070 0.0080 0.0060 0.0110 0.0700

* LDT4
 5 0.0550 0.0970 0.0900 0.0780 0.0670 0.0670 0.0590 0.0630 0.0610 0.0460
 0.0320 0.0270 0.0260 0.0330 0.0270 0.0140 0.0200 0.0170 0.0120 0.0060
 0.0070 0.0080 0.0060 0.0110 0.0700

* HDV2B
 6 0.0345 0.0564 0.1190 0.0853 0.0681 0.0882 0.0501 0.0682 0.0659 0.0446
 0.0193 0.0196 0.0532 0.0544 0.0507 0.0150 0.0163 0.0143 0.0093 0.0053
 0.0057 0.0050 0.0057 0.0108 0.0351

* HDV3
 7 0.0345 0.0564 0.1190 0.0853 0.0681 0.0882 0.0501 0.0682 0.0659 0.0446
 0.0193 0.0196 0.0532 0.0544 0.0507 0.0150 0.0163 0.0143 0.0093 0.0053
 0.0057 0.0050 0.0057 0.0108 0.0351

* HDV4
 8 0.0345 0.0564 0.1190 0.0853 0.0681 0.0882 0.0501 0.0682 0.0659 0.0446
 0.0193 0.0196 0.0532 0.0544 0.0507 0.0150 0.0163 0.0143 0.0093 0.0053
 0.0057 0.0050 0.0057 0.0108 0.0351

* HDV5
 9 0.0345 0.0564 0.1190 0.0853 0.0681 0.0882 0.0501 0.0682 0.0659 0.0446
 0.0193 0.0196 0.0532 0.0544 0.0507 0.0150 0.0163 0.0143 0.0093 0.0053
 0.0057 0.0050 0.0057 0.0108 0.0351

* HDV6
 10 0.0345 0.0564 0.1190 0.0853 0.0681 0.0882 0.0501 0.0682 0.0659 0.0446
 0.0193 0.0196 0.0532 0.0544 0.0507 0.0150 0.0163 0.0143 0.0093 0.0053
 0.0057 0.0050 0.0057 0.0108 0.0351

* HDV7
 11 0.0345 0.0564 0.1190 0.0853 0.0681 0.0882 0.0501 0.0682 0.0659 0.0446
 0.0193 0.0196 0.0532 0.0544 0.0507 0.0150 0.0163 0.0143 0.0093 0.0053
 0.0057 0.0050 0.0057 0.0108 0.0351

* HDV8a
 12 0.0345 0.0564 0.1190 0.0853 0.0681 0.0882 0.0501 0.0682 0.0659 0.0446
 0.0193 0.0196 0.0532 0.0544 0.0507 0.0150 0.0163 0.0143 0.0093 0.0053
 0.0057 0.0050 0.0057 0.0108 0.0351

* HDV8b
 13 0.0345 0.0564 0.1190 0.0853 0.0681 0.0882 0.0501 0.0682 0.0659 0.0446
 0.0193 0.0196 0.0532 0.0544 0.0507 0.0150 0.0163 0.0143 0.0093 0.0053
 0.0057 0.0050 0.0057 0.0108 0.0351

* HDBS
 14 0.0345 0.0564 0.1190 0.0853 0.0681 0.0882 0.0501 0.0682 0.0659 0.0446
 0.0193 0.0196 0.0532 0.0544 0.0507 0.0150 0.0163 0.0143 0.0093 0.0053
 0.0057 0.0050 0.0057 0.0108 0.0351

* HDBT
 15 0.0416 0.0634 0.0955 0.0861 0.0567 0.0592 0.0556 0.0622 0.0727 0.0294
 0.0205 0.0230 0.1029 0.0891 0.0417 0.0180 0.0171 0.0147 0.0100 0.0058
 0.0051 0.0051 0.0048 0.0048 0.0151

* Motorcycles
 16 0.0958 0.1315 0.1139 0.0992 0.0727 0.0555 0.0496 0.0392 0.0324 0.0300
 0.0207 0.0147 0.0149 0.0145 0.0140 0.0156 0.0252 0.0211 0.0155 0.0167
 0.0206 0.0141 0.0124 0.0081 0.0524

Appendix C

State Implementation Plan Revision Public Comment and Hearing Documentation

Appendix C.1

Notice of Public Hearings

THE ARIZONA REPUBLIC

PUBLIC NOTICE
ARIZONA DEPARTMENT OF
ENVIRONMENTAL QUALITY
(ADEQ) PUBLIC HEARINGS
ON A PROPOSED SUPPLE-
MENT TO ARIZONA AIR QUAL-
ITY STATE IMPLEMENTATION
PLAN (SIP) REVISION TO EX-
EMPT COLLECTIBLE CARS
AND MOTORCYCLES
FROM THE ARIZONA
VEHICLE EMISSIONS

INSPECTION PROGRAMS
ADEQ will hold public hear-
ings to receive comments on
a proposed supplement to a
December 2005 SIP revision
to exempt collectible vehi-
cles in the Phoenix and Tuc-
son testing areas and motor-
cycles in the Tucson testing
area. The U.S. Environmental
Protection Agency requested
additional analysis to demon-
strate the exemptions will
continue to meet the vehicle
emissions program perform-
ance standard and the addi-
tion of a contingency provi-
sion in the case of a violation
of the carbon monoxide
standards in the Phoenix or
Tucson testing areas.

A public hearing on the pro-
posed supplement will be
held on Wednesday, August
30, 2006, 2:00 p.m., ADEQ,
Southern Regional Office,
Conference Room 5, 400
West Congress Street, Tuc-
son, Arizona. A second hear-
ing will be held on Thursday,
August 31, 2006, 3:30 p.m.,
ADEQ, Conference Room 250,
1110 West Washington
Street, Phoenix, Arizona. All
interested parties will be giv-
en an opportunity at the pub-
lic hearings to submit rele-
vant comments, data, and
views on the proposed sup-
plement, orally and in writ-
ing. All written comments
must be received at ADEQ by
5 p.m. or postmarked on
Thursday, August 31, 2006.
All written comments should
be addressed, faxed, or e-
mailed to:

Bruce Friedl Air Quality Plan-
ning Section Arizona Depart-
ment of Environmental Quali-
ty 1110 W. Washington St.
Phoenix, AZ 85012-2905 FAX:
(602) 771-2366 E-Mail:
friedl.bruce@azden.gov

Copies of the proposed sup-
plement will be available for
review beginning August 1,
2006, on ADEQ's website at
<http://www.azden.gov>,
www.carcare.azden.gov and at the
following locations:

Arizona Department of Envi-
ronmental Quality First Floor
Library 1110 W. Washington
St. Phoenix, Arizona 85012
Lorraine Cona (602) 771-
2217, and Arizona Depart-
ment of Environmental Quali-
ty Southern Regional Office
400 W. Congress St., Suite
433 Tucson, AZ 85701 Gloria
Munoz (520) 628-6733.
Published: July 31; Aug 1, 2006

STATE OF ARIZONA }
COUNTY OF MARICOPA } SS.

Kelly Howard, being first duly sworn, upon oath deposes and says: That he is a legal advertising representative of the Arizona Business Gazette, a newspaper of general circulation in the county of Maricopa, State of Arizona, published at Phoenix, Arizona, by Phoenix Newspapers Inc., which also publishes The Arizona Republic, and that the copy hereto attached is a true copy of the advertisement published in the said paper on the dates as indicated.

The Arizona Republic

July 31; August 1, 2006

Kelly Howard

Sworn to before me this
1ST day of
August A.D. 2006



KAREN WAY
Notary Public - Arizona
Maricopa County
Expires 08/31/09

Karen Way
Notary Public

STAR PUBLISHING COMPANY

Tucson, Arizona

STATE OF ARIZONA)
COUNTY OF PIMA)

Cezar Duron, being first duly sworn deposes and says: that he is the Legal Advertising Representative of the **STAR PUBLISHING COMPANY**, a corporation organized and existing under the laws of the State of Arizona, and that the said **STAR PUBLISHING COMPANY** prints and publishes the Arizona Daily Star, a daily newspaper printed and published in the City of Tucson, Pima County, State of Arizona, and having a general circulation in said City, County, State and elsewhere, and that the attached

Legal Notice

was printed and published correctly in the entire issue of the said Arizona Daily Star on each of the following dates, to-wit:

July 31, August 1, 2006

CD

Subscribed and sworn to before me this 9 day of

August, 2006

Notary Public

Silvia N. Valdez



SILVIA N. VALDEZ
Notary Public - Arizona
Pima County
Expires 12/15/09

My commission expires _____

TNI AD NO. 4954767

PUBLIC NOTICE
ARIZONA DEPARTMENT OF
ENVIRONMENTAL QUALITY
(ADEQ)
**PUBLIC HEARINGS ON A PRO-
POSED SUPPLEMENT TO
ARIZONA AIR QUALITY
STATE IMPLEMENTATION
PLAN (SIP) REVISION
TO EXEMPT COLLECTIBLE
CARS AND MOTORCYCLES
FROM THE ARIZONA VEHICLE
EMISSIONS INSPECTION
PROGRAMS**

ADEQ will hold public hearings to receive comments on a proposed supplement to a December 2005 SIP revision to exempt collectible vehicles in the Phoenix and Tucson testing areas and motorcycles in the Tucson testing area. The U.S. Environmental Protection Agency requested additional analysis to demonstrate the exemptions will continue to meet the vehicle emissions program performance standard and the addition of a contingency provision in the case of a violation of the carbon monoxide standards in the Phoenix or Tucson testing areas.

A public hearing on the proposed supplement will be held on Wednesday, August 23, 2006, 2:00 p.m. at ADEQ, Southern Regional Office, Conference Room 5, 400 West Congress Street, Tucson, Arizona. A second hearing will be held on Thursday, August 31, 2006, 3:30 p.m., ADEQ, Conference Room 250, 1110 West Washington Street, Phoenix, Arizona. All interested parties will be given an opportunity at the public hearings to submit relevant comments, data, and views on the proposed supplement orally and in writing. All written comments must be received at ADEQ by 5 p.m. or postmarked on Thursday, August 31, 2006. All written comments should be addressed, faxed, or e-mailed to:

Bruce Friedl
Air Quality Planning Section
Arizona Department of Environmental Quality
1110 W. Washington St.
Phoenix, AZ 85012-2905
FAX: (602) 771-2366

E-mail: Friedl.bruce@azdeq.gov
Copies of the proposed supplement will be available for review beginning August 1, 2006, on ADEQ's website at <http://www.carcare.azdeq.gov> and at the following locations:

Arizona Department of Environmental Quality
First Floor Library
1110 W. Washington St.
Phoenix, Arizona 85012
Lorraine Cona, (602) 771-2217, and

Arizona Department of Environmental Quality
Southern Regional Office
400 W. Congress St., Suite 433
Tucson, AZ 85701
Gloria Munoz, (520) 628-6733.
Publish July 31, August 1, 2006
The Arizona Daily Star
Tucson Citizen

Appendix C.2

Public Hearing Agendas



Public Hearing Agenda

AIR QUALITY DIVISION

PUBLIC HEARING ON A PROPOSED SUPPLEMENT TO THE DECEMBER 2005 ARIZONA AIR QUALITY STATE IMPLEMENTATION PLAN (SIP) REVISION TO EXEMPT COLLECTIBLE CARS AND MOTORCYCLES FROM ARIZONA'S VEHICLE EMISSIONS INSPECTION PROGRAMS

PLEASE NOTE THE MEETING LOCATION AND TIME:

**Arizona Department of Environmental Quality
Southern Regional Office, Conference Room 5
400 West Congress Street, Tucson, Arizona
Wednesday, August 30, 2006, 2:00 p.m.**

Pursuant to 40 CFR § 51.102 notice is hereby given that the above referenced meeting is open to the public.

Copies of the proposal are available for review at the Arizona Department of Environmental Quality (ADEQ) Library, 1110 W. Washington St., Phoenix, Arizona, ADEQ Southern Regional Office, 400 W. Congress St., Tucson, Arizona, and ADEQ's website at <http://www.carcare.azdeq.gov>.

1. Welcome and Introductions
2. Purposes of the Oral Proceeding
3. Procedure for Making Public Comment
4. Brief Overview of the proposed SIP revision
5. Question and Answer Period
6. Oral Comment Period
7. Adjournment of Oral Proceeding

For additional information regarding the hearing please call Bruce Friedl, ADEQ Air Quality Division, at (602) 771-2259 or 1-800-234-5677, Ext. 771-2259.

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Dan Flukas at (602) 771-4795 or 1-800-234-5677, Ext. 771-4795. Requests should be made as early as possible to allow sufficient time to make the arrangements for the accommodation. This document is available in alternative formats by contacting ADEQ TDD phone number at (602) 771-4829.



Public Hearing Agenda

AIR QUALITY DIVISION

PUBLIC HEARING ON A PROPOSED SUPPLEMENT TO THE DECEMBER 2005 ARIZONA AIR QUALITY STATE IMPLEMENTATION PLAN (SIP) REVISION TO EXEMPT COLLECTIBLE CARS AND MOTORCYCLES FROM ARIZONA'S VEHICLE EMISSIONS INSPECTION PROGRAMS

PLEASE NOTE THE MEETING LOCATION AND TIME:

**Arizona Department of Environmental Quality
Conference Room 250
1110 West Washington Street, Phoenix, Arizona
Thursday, August 31, 2006, 3:30 p.m.**

Pursuant to 40 CFR § 51.102 notice is hereby given that the above referenced meeting is open to the public.

Copies of the proposal are available for review at the Arizona Department of Environmental Quality (ADEQ) Library, 1110 W. Washington St., Phoenix, Arizona, ADEQ Southern Regional Office, 400 W. Congress St., Tucson, Arizona, and ADEQ's website at <http://www.carcare.azdeq.gov>.

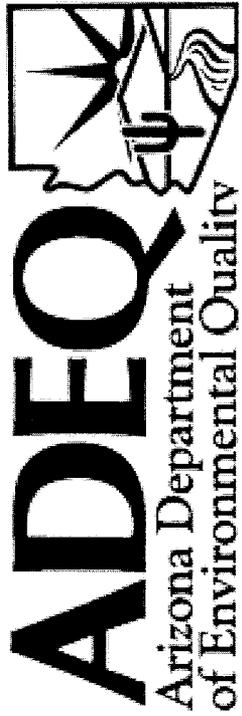
1. Welcome and Introductions
2. Purposes of the Oral Proceeding
3. Procedure for Making Public Comment
4. Brief Overview of the proposed SIP revision
5. Question and Answer Period
6. Oral Comment Period
7. Adjournment of Oral Proceeding

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Appendix C.3

Public Hearing Sign In Sheets

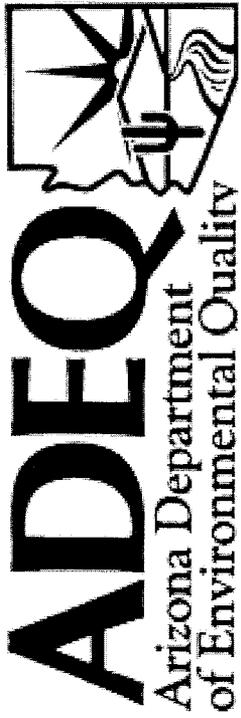


Air Quality Division Sign-In Sheet

Please Sign In

SUBJECT Collectible Vehicle and Motorcycle Exemption SIP Supplement Public Hearing DATE August 30, 2006

	<u>NAME</u>	<u>ORGANIZATION</u>	<u>PHONE</u>	<u>FAX</u>	<u>E-MAIL</u>
1.	Jeff Lemme	Automobile Club of Tucson	297500	229-2299	Jeff@700Motorist.com
2.	Tino Anagnosto	ADEQ/VET	520-628-6636	520-628-6131	
3.	Ron Harris	Collector	520-796-9821		rharris@cox.net
4.	Ron Holzman	Collector	520-720-9989		Rholzman@earthlink.net
5.	Lee Conner	PTG	520-492-1083	520-500-981	conner@motorist.com
6.	MARK SPER	Auto Headmist	520-722-4050	520-785-9083	mrhemi@126-Hemf.com
7.					
8.					



Air Quality Division Sign-In Sheet

Please Sign In

SUBJECT Collectible Vehicle and Motorcycle Exemption SIP Supplement Public Hearing DATE August 31, 2006

	<u>NAME</u>	<u>ORGANIZATION</u>	<u>PHONE</u>	<u>FAX</u>	<u>E-MAIL</u>
1.	<u>Cathy Arthur</u>	<u>MAG</u>	<u>(602) 254-6300 (h)</u>	<u>254-6490</u>	<u>cathy.arthur@mag.com</u>
2.	<u>Tom Bugasinski</u>	<u>Port 94</u>	<u>602 978 149</u>		<u>tombugas@aol.com</u>
3.	<u>Bill Gencore</u>	<u>AAAC</u>	<u>602-230-7111 (h)</u>	<u>230-7252</u>	<u>BillGencore@aol.com</u>
4.					
5.					
6.					
7.					
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Appendix C.4

Public Hearing Officer Certifications and Transcripts



Air Quality Division

Public Hearing Presiding Officer Certification

I, Sean McCabe, the designated Presiding Officer, do hereby certify that the public hearing held by the Arizona Department of Environmental Quality was conducted on August 30, 2006, at the Arizona Department of Environmental Quality, Southern Regional Office, Conference Room 5, 400 West Congress Street, Tucson, Arizona, in accordance with public notice requirements by publication in The Arizona Daily Star, The Arizona Republic, and other locations beginning July 31, 2006. Furthermore, I do hereby certify that the public hearing was recorded from the opening of the public record through concluding remarks and adjournment, and the transcript provided contains a full, true, and correct record of the above-referenced public hearing.

Dated this 21st day of September.

Sean McCabe
Sean McCabe

State of Arizona)
) ss.
County of Maricopa)

Subscribed and sworn to before me on this 21st day of September 2006



VIVIAN J. BURNS
Notary Public - Arizona
Maricopa County
Expires 08/31/09

VB

Notary Public

My commission expires: 08/31/09

1 **PROPOSED SUPPLEMENT TO THE DECEMBER 2005**
2 **ARIZONA AIR QUALITY STATE IMPLEMENTATION PLAN (SIP)**
3 **REVISION TO EXEMPT COLLECTIBLE CARS AND MOTORCYCLES**
4 **FROM THE ARIZONA VEHICLE EMISSIONS INSPECTION**
5 **PROGRAMS**

6
7 Oral Proceeding Transcript

8
9 August 30, 2006

10
11 MR. MCCABE: Good afternoon, thanks for coming. I now open this state
12 implementation plan or SIP hearing on a proposed supplement to a December 2005
13 SIP revision to exempt collectible cars in the Phoenix and Tucson testing areas and
14 motorcycles in the Tucson testing area from Arizona's vehicle emissions inspection
15 and maintenance programs.

16
17 It is now Wednesday, August 30, 2006, and the time is 2:10 p.m. The location is the
18 Arizona Department of Environmental Quality, southern office complex, Conference
19 Room 5, 400 West Congress Street, Tucson, Arizona. My name is Sean McCabe and
20 I have been appointed by the Director of ADEQ to preside at this proceeding.

21
22 The purposes of this proceeding are to provide the public with an opportunity to:
23 hear about the substance of the proposed supplement, ask questions regarding the
24 supplement, and present oral argument, data and views regarding the supplement in
25 the form of comments on the record.

1 Representing the Department here today are Ira Domsky, Deputy Director of ADEQ
2 Air Quality Division, Bruce Friedl of the Air Quality Planning Section, and Tino
3 Anguiano the supervisor of the Tucson VEI operations office.

4
5 Public notice for this meeting appeared in *The Arizona Daily Star* in Tucson, *The*
6 *Arizona Republic* in Phoenix, and on ADEQ's website. Copies of the July 2006
7 proposal titled, *Proposed Supplement to Final Arizona State Implementation Plan*
8 *Revision, Basic and Enhanced Vehicle Emissions Inspection/Maintenance Programs,*
9 *December 2005,* were made available at the ADEQ Phoenix and Tucson offices and
10 on ADEQ's website on August 1, 2006.

11
12 The procedure for making a public comment on the record is straightforward. If you
13 wish to make a comment, you need to fill out a speaker slip, which is available at the
14 sign-in table in the back, and give it to me. Using speaker slips allows everyone an
15 opportunity to be heard and allows us to match the name on the official record with
16 the comments. You may also submit written comments to us here today. Please note,
17 the comment period for the proposed supplement ends on August 31, 2006. All
18 written comments must be received at ADEQ or postmarked by August 31, 2006.
19 Written comments can be mailed to Bruce Friedl, Air Quality Planning Section,
20 Arizona Department of Environmental Quality, 1110 W. Washington Street, Phoenix,
21 Arizona 85012-2905 or e-mailed directly to friedl.bruce@azdeq.gov. I am sure he has
22 business cards here if you would like to take some as well. Comments may also be
23 faxed to (602) 771-2366.

24
25 Comments made during the formal comment period are required by law to be
26 considered by the Department when preparing the final state implementation plan.

1 This is done through the preparation of a responsiveness summary in which the
2 Department responds in writing to both written and oral comments made during the
3 formal comment period.

4
5 The agenda for this hearing is simple. First, we will present a brief overview of the
6 proposed supplement to the state implementation plan.

7
8 Second, I will conduct a question and answer period, in which you can get
9 information that might help you in making your comments on the proposed
10 supplement.

11
12 And finally, I will conduct the oral comment period. At that time, I will begin to call
13 speakers in the order in which I have received speaker slips.

14
15 Please be aware that any comments you make at today's hearing that you want the
16 Department to formally consider must be given either in writing or on the record
17 during the oral comment period of the proceeding.

18
19 At this time, Ira Domsy will give a brief overview of the proposal:

20
21 **MR. DOMSKY:** Vehicle emissions inspection and maintenance programs, or I/M
22 programs, are required in certain areas that do not meet the carbon monoxide and
23 ozone air quality standards with the purpose of reducing emissions and improving air
24 quality. These programs help identify vehicles with excess emissions, provide
25 information to assist with diagnosing malfunctions that cause excess emissions, and
26 require repair of vehicles to bring them into compliance with emissions standards.

1 Arizona established mandatory vehicle emissions inspection and maintenance
2 programs in Maricopa and Pima Counties in 1975. Both the Phoenix and Tucson I/M
3 programs are included as control measures in the Arizona State Implementation Plan
4 or SIP. An enhanced I/M program is among the primary control measures used to
5 help the Phoenix area maintain the 1-hour ozone and carbon monoxide air quality
6 standards. A basic I/M program is among the primary control measures used to help
7 Tucson maintain the carbon monoxide air quality standards.

8
9 In 2005 the Arizona Legislature passed House Bill 2357 amending Arizona Revised
10 Statutes (ARS) § 49-542. The legislation authorized the exemption from emissions
11 testing in the Phoenix and Tucson program areas cars that are at least fifteen years old,
12 of a unique or rare design, and used primarily for shows, special events, and club
13 activities, and carry collectible vehicle insurance that restricts the mileage or use of the
14 vehicle. In addition, motorcycles in the Tucson program area were exempted from
15 testing. Motorcycles were not exempted from the Phoenix area testing program. The
16 changes to the revised statutes ARS § 49-542 become effective upon approval by the
17 U.S. Environmental Protection Agency or EPA as a revision to the SIP.

18
19 ADEQ submitted a request for approval of these changes to EPA on December 23,
20 2005. EPA subsequently requested additional analysis to demonstrate that, following
21 the implementation of the exemptions, the Phoenix area I/M program will continue to
22 meet the enhanced vehicle emissions program performance standard. In addition, to
23 comply with federal law, EPA requested that ADEQ add to the 2005 SIP revision a
24 provision that would require ADEQ to seek retention of testing of exempted
25 collectible cars and motorcycles as contingency provisions in the highly unlikely
26 event of a violation of the carbon monoxide air quality standards in either the Phoenix

1 and Tucson testing areas, as may be applicable. Note that both of these additions will
2 facilitate timely EPA approval of these exemptions from the testing program.

3
4 In response to EPA's request, ADEQ prepared a supplement to the December 2005
5 exemption request. The proposed supplement contains performance standard analysis
6 for the Phoenix testing area that demonstrates that the emission reduction benefits
7 associated with Arizona's I/M program exceed EPA's required minimum performance
8 standard for enhanced programs. The proposed supplement also contains a
9 commitment to ask the Legislature to reinstate testing of collectible vehicles and
10 motorcycles in case of a violation of the carbon monoxide air quality standards in the
11 Phoenix or Tucson areas. Both Phoenix and Tucson carbon monoxide SIPs include
12 additional measures that would be triggered first to help prevent future violations of
13 the carbon monoxide standard.

14
15 The performance standard analysis and contingency provisions are more fully
16 described in the July 2006 proposal titled, *Proposed Supplement to the Final Arizona*
17 *State Implementation Plan Revision, Basic and Enhanced Vehicle Emissions*
18 *Inspection/Maintenance Programs, December 2005.*

19
20 This concludes the brief description of, oh, this is yours. I'm sorry. That's all I have.
21 Now it's back to...

22
23 MR. MCCABE: Okay. This concludes the explanation program Ira has just given to
24 proposed revisions to the State Implementation Plan.

25
26 Do we have any questions before we move on to the formal oral comment period?

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ATTENDEE 1: Is this contingency provision only relative to the contingency on collectibles and motorcycles, or is this an overall contingency plan, meaning that this plan, it looked pretty general when I read it. Is it referring to everything from all sources?

MR. DOMSKY: Uh, no. This, the provision of law that we're complying with is, would relate to putting a control measure back in place that's being rescinded, in essence. So this would only apply to the collectible vehicles in both Phoenix and Tucson areas and to the, for motorcycles in the Tucson area. But it doesn't require reinstatement of the testing of those two classes of vehicles. It's a commitment from the state to make a request.

Also, just to reiterate the trigger for us making such a request is an actual violation of the carbon monoxide standard. And, as I mentioned just briefly in the explanation, there are several other triggering events that would require other evaluations to occur and other control measures to go into place to try and prevent additional exceedances of the carbon monoxide standard. And in fact, in the Tucson area, I think the trigger is 85 percent of the standard. So it is considerably below when we would ever come close to exceeding the carbon monoxide standard.

ATTENDEE 1: But that 85 percent trigger is not relevant to this part of the plan.

MR. DOMSKY: Right. We actually have to have a violation of the carbon monoxide standard.

1 ATTENDEE 2: Right now it's set up where anything '66 and below does not have to
2 go through emissions, right?

3

4 MR. DOMSKY: Correct.

5

6 ATTENDEE 2: Okay. You said this all started in 1975 when [indecipherable] having
7 to figure out what year the cars had to go through emissions, right? Why
8 [indecipherable] 1966 is the cutoff line, anything '67, '68, '69, '70 whatever, has to go
9 through emissions now, is that right?

10

11 MR. DOMSKY: Yes. Well they,

12

13 ATTENDEE 2: Even though '67, '68, '70 cars, most of them don't have
14 [indecipherable].

15

16 MR. DOMSKY: That's correct. But the initial, when the program was started in '75,
17 it went back 14 years and it wasn't until like 1987 or '88 they set it at 1967 or newer.

18

19 [indecipherable]

20

21 MR. McCABE: All right. Are there any other questions?

22

23 ATTENDEE 1: Again, your overall impression is that this wouldn't come into play
24 before a whole lot of other things would. And so the situation would probably never
25 arise to this level unless we get to a violation which with all the development of newer

1 and newer cars seems like it's going to be less and less. Is that your overall feel for
2 the situation? That was my feel.

3

4 MR. DOMSKY: Yes. Indeed.

5

6 MR. MCCABE: Alright. This concludes the question and answer period of the
7 proceeding on the proposed state implementation plan revision. I now open the
8 proceeding for oral comments. I first call from the speaker slips which we've
9 received. The first one is Jeff Levine, and Jeff do you represent yourself or?

10

11 MR. LEVINE: Auto Clubs of Tucson. [indecipherable] The question I have, I don't
12 know what this has to do with anything, except that when I found out about this issue,
13 2357, I went to see the Governor and asked them about it because I went down to the
14 Motor Vehicle Department and said no way. You guys can't do this. You're not
15 going [indecipherable] emissions. And my car can make it through emissions, it has
16 nothing to do with it. Mine are all 70 and below. But it is just the principal of the
17 thing when they said that they passed this law and the Governor signed it into law
18 [indecipherable]. [indecipherable] classic car, fifteen years old, use it to and from
19 shows and nothing else, or for parades, [indecipherable] you have to have another
20 vehicle [indecipherable].

21

22 So I went over to the Governor's office upstairs and I talked to them and they went
23 through and they gave me the whole printout [indecipherable] and they said, "well
24 what we see here is you take your car down there and you don't have to go through
25 emissions and if you have any problems you call us." [indecipherable] So I went
26 down to the Motor Vehicle Department on Friday and I asked them about it and I said

1 here's the Governor's [indecipherable] from them upstairs and they said I don't have
2 to go through emissions. I guess they called and they spoke to [indecipherable], the
3 guy from upstairs [indecipherable] said yup you don't have to go through emissions as
4 long as you meet the three criteria. The woman at the Motor Vehicle Department said,
5 "okay do you have your car here, do you have your papers and everything else?" I
6 said, no I'll bring them Monday. She said "no problem." I went back on Monday and
7 they hand me my tags. I must have been the only one in Tucson that got these tags
8 because the next thing I know, three months later, I get this [indecipherable] in the
9 mail saying you have to turn those tags in, what we did was illegal. What we did was
10 against the law.

11
12 I drive my car once a year. It goes 50 miles a year and that's it. So it's silly for me to
13 turn them in because I'm not going to use my car again until December, again, for my
14 show and I go through emissions then. The point is that you know, there is nothing on
15 my car, or any of these people's cars, that [indecipherable] these aren't junkers. These
16 cars are not completely garbage. These are classic cars that have been restored to
17 original condition, and less emissions than probably anything else probably out there.
18 And we just want to know, what I understood when this went through is that EPA had
19 18 months to approve it. Well, it's been over 18 months since this thing has gone
20 through and we are still sitting here waiting to find out what's going on. And now
21 from what I'm hearing, it could take five years before they approve this. Is that right?
22 I mean, EPA can do whatever they want for up to five years from now. It has nothing
23 to do with the 18 months or anything else.

24
25 MR. DOMSKY: Well, this is a public hearing so,

26

1 MR. MCCABE: At this part of the hearing we can't really answer questions. It's just
2 for your comments on the record. We can,

3

4 MR. DOMSKY: I'll speak with you after we're done.

5

6 MR. LEVINE: I would appreciate that. I am here representing a lot of the car clubs.
7 [indecipherable] It's just really weird that a 1970 car that has nothing on it, I mean
8 when you go through emissions, they can't even open your hood. You could have a
9 jet engine under there, and it doesn't matter. I mean, they cannot pop your hood open
10 on your car and look underneath there.

11

12 MR. MCCABE: Mr. Levine, if you have a specific comment that you want addressed
13 in the responsiveness summary, it would help if you would probably clarify what your
14 specific comment is.

15

16 MR. LEVINE: My comment was I just want to know why it is taking so long to get
17 this thing approved. I just want to know what's taking so long to do this.

18

19 MR. MCCABE: That's the only thing you'd really want responded to?

20

21 MR. LEVINE: Yes.

22

23 MR. MCCABE: Okay.

24

25 MR. LEVINE: Absolutely.

26

1 MR. MCCABE: Thank you. Alright. Mark Spear.

2

3 MR. SPEAR: Alright. Mark Spear, auto hobbyist and long time participant in this
4 process. I'll limit my comments to this particular issue here, which is the contingency
5 plan supplement to the basic and enhanced vehicle emissions program revision. And
6 from what we had in the presentation and what I've seen here, I see in general, I'd say
7 I probably support this. It does seem like it probably won't be a factor in the overall
8 picture of things. I did want to comment though that, if contingency provisions were
9 required, my suggestion is to bring all the new cars back into testing. I believe that is
10 about 500,000 cars a year that are not tested. And the total emissions output from
11 those cars far exceeds anything that you have gained by the testing of collectibles and
12 motorcycles. Whether or not testing is effective is hard to understand, because all
13 they are going to do is read the OBD2 or better on-board-testing on the car.

14

15 But anyway, I did want to make that comment that before bringing back the testing of
16 collectibles and motorcycles, I'd recommend testing the new cars with the simple
17 plug-in testing and, specifically for Pima County, I recommend incorporating Green
18 Valley into testing prior to incorporating the motorcycles and collectible cars back
19 into emissions testing. Probably that's about it. I think you guys have presented the
20 fact that this will probably not be a major issue, but it's a good requirement, you need
21 to cover all bases here and make this thing go through.

22

23 I think the process myself. I'll just give you an opinion from the previous speaker is
24 that it does appear to be going along at the pace that after 30 years of experience, I
25 would have expected. I think you're right on track.

26

1 MR. MCCABE: All right. Thank you, Mr. Spear. Is there anybody else present who
2 would like to make a comment on the record? Alright. Hearing none, this now
3 concludes the oral comment of this proceeding.

4
5 I want to remind you, if you have not already submitted written comments, you can
6 submit them to me at this time. And the comment period for this proposed rule and
7 revision to the state implementation plan ends on November 30, 2005?

8
9 MR. FRIEDL: No. August 31, 2006.

10
11 MR. MCCABE: Which is tomorrow, right?

12
13 MR. FRIEDL: Yes.

14
15 MR. MCCABE: Okay. So, thank you all for attending. The time is now 2:30, and I
16 close this oral proceeding.



Air Quality Division

Public Hearing Presiding Officer Certification

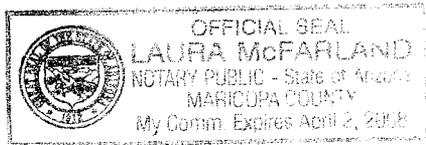
I, Balaji Vaidyanathan, the designated Presiding Officer, do hereby certify that the public hearing held by the Arizona Department of Environmental Quality was conducted on August 31, 2006, at the Arizona Department of Environmental Quality, Conference Room 250, 1110 West Washington Street, Phoenix, Arizona, in accordance with public notice requirements by publication in The Arizona Daily Star, The Arizona Republic, and other locations beginning July 31, 2006. Furthermore, I do hereby certify that the public hearing was recorded from the opening of the public record through concluding remarks and adjournment, and the transcript provided contains a full, true, and correct record of the above-referenced public hearing.

Dated this 16th day of October, 2006.

Balaji Vaidyanathan (signature)

State of Arizona)
) ss.
County of Maricopa)

Subscribed and sworn to before me on this 16 day of October.



Laura McFarland (signature)
Notary Public

My commission expires: APRIL 2, 2008

1 **PROPOSED SUPPLEMENT TO THE DECEMBER 2005**
2 **ARIZONA AIR QUALITY STATE IMPLEMENTATION PLAN (SIP)**
3 **REVISION TO EXEMPT COLLECTIBLE CARS AND MOTORCYCLES**
4 **FROM THE ARIZONA VEHICLE EMISSIONS INSPECTION**
5 **PROGRAMS**

6
7 Oral Proceeding Transcript

8
9 August 31, 2006

10
11 MR. VAIDYANATHAN: Good afternoon, thank you for coming. I now open this
12 state implementation plan hearing on a proposed supplement to a December 2005 SIP
13 revision to exempt collectible cars in the Phoenix and Tucson testing areas and
14 motorcycles in the Tucson testing area from Arizona's vehicle emissions inspection
15 and maintenance programs.

16
17 It is now Thursday, August 31, 2006, and the time is 3:35 p.m. The location is the
18 Arizona Department of Environmental Quality, Conference Room number 250, 1110
19 West Washington Street, Phoenix, Arizona. My name is Balaji Vaidyanathan and I
20 have been appointed by the Director of ADEQ to preside at this proceeding.

21
22 The purposes of this proceeding are to provide the public an opportunity to:
23 (1) hear about the substance of the proposed supplement, (2) to ask questions
24 regarding the supplement, and (3) to present oral arguments, data and views regarding
25 the supplement in the form of comments on the record.

1 Representing the Department are Ira Domsy, Deputy Director, ADEQ Air Quality
2 Division, and Bruce Friedl of the Air Quality Planning Section.

3
4 Public notices appeared in *The Arizona Daily Star* in Tucson, *The Arizona Republic*
5 here in Phoenix, and on ADEQ's website. Copies of the July 2006 proposal titled,
6 *Proposed Supplement to Final Arizona State Implementation Plan Revision, Basic and*
7 *Enhanced Vehicle Emissions Inspection/Maintenance Programs, December 2005,*
8 were made available at the ADEQ Phoenix and Tucson offices and on ADEQ's
9 website on August 1, 2006.

10
11 The procedure for making a public comment on the record is straightforward. If you
12 wish to comment, you need to fill out a speaker slip, which is available at the sign-in
13 sheet at the front of the room, and give it to me. Using speaker slips allows everyone
14 an opportunity to be heard and allows us to match the name on the official record with
15 the comments. You may also submit written comments to me today. Please note, the
16 comment period for the proposed supplement ends on August 31, 2006, which is
17 today. All written comments must be received at ADEQ or postmarked by today.
18 Written comments can be mailed to Bruce Friedl, last name is spelled F R I E D L, Air
19 Quality Planning Section, Arizona DEQ, 1110 W. Washington Street, Phoenix,
20 Arizona 85012-2905 or e-mailed directly to friedl.bruce@azdeq.gov. Comments may
21 also be faxed to (602) 771-2366.

22
23 Comments made during the formal comment period are required by law to be
24 considered by the Department when preparing the final state implementation plan.
25 This is done through the preparation of a responsiveness summary in which the

1 Department responds in writing to written and oral comments made during the formal
2 comment period.

3
4 The agenda for this hearing is simple. First, we will present a very brief overview of
5 the proposed supplement to the SIP.

6
7 Second, I will conduct a question and answer session. The purpose of the question
8 and answer session is to provide information that may help you in making comments
9 on the proposed supplement.

10
11 Thirdly, I will conduct the oral comment period. At that time, I will begin to call
12 speakers in the order that I have received speaker slips.

13
14 Please be aware that any comments you make at today's hearing that you want the
15 Department to formally consider must be given either in writing or on the record
16 during the oral comment period of this proceeding.

17
18 At this time, Ira Domsky will give a brief overview of the proposal:

19
20 MR. DOMSKY: Thank you all for attending. The vehicle emissions inspection and
21 maintenance programs, or I/M programs, are required in certain areas that do not meet
22 the carbon monoxide or ozone air quality standards with the purpose of reducing
23 emissions and improving air quality. These programs help identify vehicles with
24 excess emissions, provide information to assist with diagnosing malfunctions that
25 cause excess emissions, and require repair of vehicles to bring them into compliance
26 with emissions standards. Arizona established mandatory vehicle emissions

1 inspection programs and maintenance programs in Maricopa and Pima Counties in
2 1975. Both the Phoenix and Tucson I/M programs are included as control measures in
3 the Arizona SIP or state implementation plan. An enhanced I/M program is among
4 the primary control measures used to help the Phoenix area maintain the 1-hour ozone
5 and carbon monoxide air quality standards. A basic I/M program is among the
6 primary control measures used to help the Tucson area maintain the carbon monoxide
7 air quality standards.

8
9 In 2005 the Legislature passed House Bill 2357 amending Arizona Revised Statutes
10 (ARS) § 49-542. The legislation authorized the exemption from emissions testing in
11 the Phoenix and Tucson program areas cars that are at least fifteen years old, of a
12 unique or rare design, used primarily for shows, special events, and club activities, and
13 carry collectible vehicle insurance that restricts the mileage or use of the vehicle. In
14 addition, motorcycles in the Tucson program area were exempted from testing.
15 Motorcycles were not exempted in the Phoenix area. The changes to § 49-542
16 become effective upon approval by the U.S. Environmental Protection Agency.

17
18 ADEQ submitted a request for approval of these changes to EPA on December 23,
19 2005. EPA subsequently requested additional analysis to demonstrate that, following
20 the implementation of the exemptions, the Phoenix area I/M program will continue to
21 meet the enhanced vehicle emissions program performance standard. In addition, to
22 comply with federal law, EPA requested that ADEQ add to the 2005 SIP revision a
23 provision that would require ADEQ to seek retention of testing of exempted
24 collectible cars and motorcycles as a contingency provision in the unlikely event that a
25 violation of the carbon monoxide air quality standards in either the Phoenix and

1 Tucson testing areas, as applicable. Note that both of these additions will facilitate
2 timely EPA approval of these exemptions from the testing program.

3
4 In response to EPA's request, ADEQ prepared a supplement to the December 2005
5 exemption request. The proposed supplement contains performance standard analysis
6 for the Phoenix testing area that demonstrates that the emission reduction benefits
7 associated with the I/M program exceed EPA's required minimum performance
8 standard for enhanced programs. The proposed supplement also contains a
9 commitment for ADEQ to ask the Arizona Legislature to reinstate the testing of
10 collectible cars and motorcycles in case of a violation of the carbon monoxide air
11 quality standard in the Phoenix or Tucson areas. Both the Phoenix and Tucson carbon
12 monoxide maintenance plans include additional measures that would be triggered
13 prior to a violation of the carbon monoxide standard that would help prevent future
14 exceedances of the carbon monoxide standard and thus also a violation of the
15 standard.

16 The performance standard analysis and contingency provisions are more fully
17 described in the document, *Proposed Supplement to Final Arizona State*
18 *Implementation Plan Revision, Basic and Enhanced Vehicle Emissions*
19 *Inspection/Maintenance Programs, December 2005.*

20
21 This concludes, that's all I have in my description.

22
23 MR. VAIDYANATHAN: Thank you, Ira. This concludes the explanation period of
24 this proceeding on the proposed revision to the state implementation plan.

25
26 Are there any questions before we move to the oral comment period?

1

2 Okay.

3

4 I now open this proceeding for oral comments. I don't have any speaker slips with me
5 right now. Would anybody like to make an oral comment?

6

7 Okay.

8

9 Again, if you have not already submitted written comments, you may submit them to
10 me at this time. Again, the comment period for the revision to the state
11 implementation plan ends on August 31, 2006, which is today.

12

13 Thank you very much for attending.

14 The time now is 3:45 p.m.. I now close this oral proceeding.

Appendix C.5
Public Comments

Bruce J. Friedl

From: <Azcarcrazy@aol.com> [Azcarcrazy@aol.com]

Sent: Thursday, August 31, 2006 11:56 PM

To: Bruce J. Friedl

Subject: Written Comments on Proposed Supplement to Az's 12-05 SIP Revision Re: HB2357

For the record, my name is William T. Gilmore and I live in Phoenix Az. Over the years, I have been an active member in over a dozen collector car and truck clubs including the Az Automobile Hobbyist Council, the American Truck Historical Society and the Society of Automotive Historians.

I've also restored and fielded three different national award winning cars as well as judged cars in national concours and at various local car shows. Twice I've won national awards for automotive journalism. For a very long time I've been a very dedicated "car-guy."

Since 1987 I have worked full-time in the automotive world, currently operating an international company called Automotive Research Services doing appraisals, inspections and research on collectible vehicles. Vintage vehicles are my hobby, my life's work and my life's passion.

After attending today's (8-30-06) public hearing on the proposed supplement to the AzDEQ 12-05 State Implementation Plan (SIP) revision to exempt collectible vehicles and motorcycles from Arizona's vehicle emissions inspection programs as directed by Az HB2357. I felt compelled to submit a written comment before the public comment period closes at the end of the day regarding the wording of the contingency plan which is part of this SIP revision.

On page 1 of the proposed supplement, at the bottom where it quotes the SIP's contingency measure, it say's; **"in the event of a carbon monoxide NAAQS violation, AzDEQ will immediately initiate a process with the Arizona State Legislature to reinstate emission testing of exempted vehicles and motorcycles."**

I feel that this wording could quite possibly wind up being misconstrued and misused to exempt the actual cause of any future-occurring carbon monoxide violations by requiring AzDEQ to "immediately" pursue legislative action against collectible vehicles and motorcycles for a violation that may or may-not have been caused by the exemption of collectible vehicles and motorcycles from emission testing.

By "immediately" pursuing legislative action against collectible vehicles and motorcycles, AzDEQ's limited resources could actually be diverted from achieving quicker compliance by using the best available control measures and latest detection technology to prevent any recurring carbon monoxide violations.

I do realize that section 175A(d) of the Clean Air Act requires contingency provisions to be submitted with all SIP maintenance plan revisions, and that because AzDEQ failed to include it in their initial 12-05 request, we now need to add a contingency plan to the SIP revision.

9/26/2006

But, if AzDEQ's own 12-04 air quality research report, (which was also reviewed by US-EPA), shows collectible vehicles and motorcycle emissions to overall be insignificant to air quality. Why reinstate an expensive I/M program that achieves minimal benefits.

I think everyone would agree that the decades old I/M test and repair programs were certainly never intended for restored and maintained collector cars whose insurance companies contractually require them to be minimally driven. Usually just to and from car-shows and hobby events.

Since limited-use collector cars are not part of the current air quality problems anymore, we should not be part of the air quality solutions, which for us is annual testing. That was the basis logic behind House Bill 2357. (Which incidentally was passed by Arizona's State Legislators unanimously without any "no" votes during all of its hearings?)

Why not write a NAAQS carbon monoxide violation contingency provision that demands "immediate" determination of the cause of the new violation and then quickly determines the response based on a selection of choices using the best available control measures and latest technology at the time of violation rather than "immediately" pursuing outmoded programs through legislative action against collectible vehicles and motorcycles.

Come on US-EPA and AzDEQ, let's show a little contingency plan creativity and initiative here. We need to move forward with innovative solutions and modern technology and not backwards by legally binding our state to obsolete control measures.

Thank you for this opportunity to comment on this revision to our SIP. Not only I, but the entire collector car hobby also wish to thank you all for your time and diligence in this matter that will grant great relief to so many car collectors in the great state of Arizona.

End of comments by William T. Gilmore of 1702 West Camelback Road, #13-301, Phoenix, Az. 85015. (602)230-7111 E-Mail to azcarrcrazy@aol.com.

* * * *

Bruce Friedl - Voting on Emissions exemption

From: "John Pfaffmann" <john@rubiconfn.com>
To: "'E-Mail:'" <friedl.bruce@azdeq.gov>
Date: 8/2/2006 2:42 PM
Subject: Voting on Emissions exemption
CC: "'Ward, John W. (GE Infra, Energy)'" <Johnl.Ward@ge.com>

Hello,

I'm in support of the proposed change eliminating emissions testing for motorcycles and vehicles 25 years and older. Thanks for you support on this update.

Sincerely,

John Pfaffmann

John P. Pfaffmann, CFP®
Rubicon Financial Network
"Crossover to Financial Freedom"
2181 E. Warner Rd., Ste #101
Tempe, AZ 85284
(480) 820-7177

P.S. If you know of anyone we should be helping to realize their financial goals, please let us know!

Securities offered through **First Allied Securities, Inc.** MEMBER: NASD/SIPC

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Bruce Friedl - FW: Voting on Emissions exemption

From: "Ward, John W. (GE Infra, Energy)" <John1.Ward@ge.com>
To: <friedl.bruce@azdeq.gov>
Date: 8/2/2006 3:21 PM
Subject: FW: Voting on Emissions exemption

Hello,

I'm in support of the proposed change eliminating emissions testing for motorcycles and vehicles 25 years and older. The number of miles driven per year does not contribute significantly to the amount of pollution put in the air.

Best regards,

John

 GE Energy, Nuclear

John W. Ward
 Quality Team Leader "Americas"
 Office: (480) 839-0587
 Cellular: (408) 206-7221
 e-Fax: (910) 341-2695
 e-mail: john.ward@gene.ge.com

-----Original Message-----

From: John Pfaffmann [mailto:john@rubiconfn.com]
Sent: Wednesday, August 02, 2006 2:42 PM
To: 'E-Mail:'
Cc: Ward, John W. (GE Infra, Energy)
Subject: Voting on Emissions exemption

Hello,

I'm in support of the proposed change eliminating emissions testing for motorcycles and vehicles 25 years and older. Thanks for you support on this update.

Sincerely,

John Pfaffmann

John P. Pfaffmann, CFP®
Rubicon Financial Network
"Crossover to Financial Freedom"
 2181 E. Warner Rd., Ste #101
 Tempe, AZ 85284
 (480) 820-7177

P.S. If you know of anyone we should be helping to realize their financial goals, please let us know!

Securities offered through **First Allied Securities, Inc.** MEMBER: NASD/SIPC

Reminder: E-mail sent through the Internet is not secure. Do not use e-mail to send us confidential information such as credit card numbers, changes of address, PIN numbers, passwords or other important information. Do not e-mail orders to buy or sell securities, transfer funds, or send time sensitive instructions. First Allied will not accept such orders or instructions. This e-mail is not an official

Bruce Friedl - Exemption of emissions for vehicles over 25 years old

From: "WARD DONNA L" <dlward@srpnet.com>
To: <friedl.bruce@azdeq.gov>
Date: 8/2/2006 2:38 PM
Subject: Exemption of emissions for vehicles over 25 years old

I would appreciate your support of the exemption of Motorcycles and Collector cars over 25 years.

Thank you.

Donna Ward

Electric System O & M

602-236-2932

PAB212

Appendix C.6

Responsiveness Summary

RESPONSIVENESS SUMMARY

to

Testimony Taken at Oral Proceedings and Written Comments Received on the July 2006 Proposed Supplement to Final Arizona State Implementation Plan Revision, Basic and Enhanced Vehicle Emissions Inspection/Maintenance Programs, December 2005

The oral proceedings on the proposed *Supplement to Final State Implementation Plan (SIP) Revision, Arizona Basic and Enhanced Vehicle Emissions Inspection/Maintenance (I/M) Programs* were held on Wednesday, August 30, 2006, 2:00 p.m., at the Arizona Department of Environmental Quality, Southern Regional Office, Conference Room 5, 400 West Congress Street, Tucson, Arizona, and on Thursday, August 31, 2006, 3:30 p.m., at the Arizona Department of Environmental Quality, Conference Room 250, 1110 West Washington Street, Phoenix, Arizona. The public comment period closed on Thursday, August 31, 2006. Oral and written comments received and the Arizona Department of Environmental Quality's (ADEQ) responses are described below. During its final review of the proposed SIP, ADEQ determined some further clarifications were appropriate. These clarifications are also included below.

- 1) **Comment:** Several comments were received in support of exempting collectible vehicles and motorcycles from emissions testing.
Response: ADEQ appreciates the positive comments regarding the exemption of collectible vehicles and motorcycles from emissions testing.

- 2) **Comment:** Commenter states that the wording of the contingency provision could be misconstrued or misused to exempt the actual cause of a future carbon monoxide violation by requiring ADEQ to "immediately" pursue legislative action against collectible vehicles and motorcycles for a violation that may or may-not have been caused by the exemption of collectible vehicles and motorcycles from emissions testing. By "immediately" pursuing legislative action against collectible vehicles and motorcycles, limited resources may be diverted from achieving quicker compliance by using the best available control measures and the latest detection technology to prevent any recurring carbon monoxide violations. Limited-use collector cars are not part of the current air quality problem and should not be part of air quality solution. Contingency provisions should require an "immediate" determination of the cause of a new violation and then quickly determine a best response.
Response: The contingency provision for this SIP revision is a commitment to ask the Arizona State Legislature to reinstate testing following a violation of the carbon monoxide air quality standards in either the Phoenix or Tucson carbon monoxide areas, as applicable. Timeframes for the process are outlined in the measure. The contingency provision language has been clarified that rather than "immediately initiate a process with" the Legislature to reinstate emissions testing, ADEQ will "request" that the Legislature reinstate emissions testing of the exempted vehicles and motorcycles, within the given timeframes.

Contingency requirements for this SIP revision are specific to collectible cars and motorcycles. The EPA memorandum, *Procedures for Processing Requests to Redesignate Areas to Attainment*, September 4, 1992, states that a contingency plan should "... provide for implementation of any measures that were reduced or removed..." The trigger for implementing the contingency provisions included in this SIP revision is a violation of the carbon monoxide air quality standards. Contingency measures contained in the Phoenix and Tucson carbon monoxide maintenance plans are triggered at pre-violation levels and are designed to help prevent a violation from occurring. The maintenance plan contingency commitments include requirements to analyze the need for implementation of any additional measures and are not limited to collectible vehicles and motorcycles.

- 3) **Comment:** Comments were received regarding the length of time required for U.S. Environmental Protection Agency (EPA) approval of the emissions testing exemptions.

Response: In April 2005, the Arizona Governor approved House Bill 2357, which authorized the exemption of certain collectible cars and motorcycles from being subject to emissions testing requirements. Before the exemptions can be implemented they must also be approved by EPA. ADEQ subsequently developed a request to exempt eligible collectible cars and motorcycles as a revision to the Arizona SIP. Procedural requirements for developing the request included analyzing air quality impacts and providing opportunity for public review and comment. The request was submitted to EPA in December 2005, following the public process.

Sections 110(k)(1) and 110(k)(2) of the Clean Air Act require EPA action on plan revisions within 18 months after receipt of a revision: this includes six months for a completeness finding and an additional 12 months for approval or disapproval of the submittal. ADEQ is working cooperatively with EPA, as demonstrated by this supplement, to facilitate their review and ensure timely action on the exemption request. ADEQ anticipates EPA action on this SIP revision by June 2007 or before.

- 4) **Comment:** If contingency provisions are required, commenter suggested that new cars should be tested before reinstating testing of collectible cars and motorcycles. The commenter noted that the total emissions output from new cars far exceeds what is gained by the testing of collectible cars and motorcycles.

Response: Contingency requirements for this SIP revision are specific to collectible cars and motorcycles. The EPA memorandum, *Procedures for Processing Requests to Redesignate Areas to Attainment*, September 4, 1992, states that the contingency plan should "... provide for implementation of any measures that were reduced or removed..." Additional contingency provisions are contained in the Phoenix and Tucson carbon monoxide maintenance plans. These additional provisions address other measures designed to protect air quality and are not limited to collectible vehicles and motorcycles. See also response to comment number 2.

5) **Comment:** As a contingency measure, commenter recommended emissions testing in Green Valley, Pima County, prior to reinstating testing of collectible cars and motorcycles.

Response: Contingency requirements for this SIP revision are specific to collectible cars and motorcycles. The EPA memorandum, *Procedures for Processing Requests to Redesignate Areas to Attainment*, September 4, 1992, states that the contingency plan should "... provide for implementation of any measures that were reduced or removed..." Additional contingency provisions are contained in the Phoenix and Tucson carbon monoxide maintenance plans. These additional provisions address other measures designed to protect air quality and are not limited to collectible vehicles and motorcycles. See also response to comment number 2.

6) **ADEQ initiated changes to the SIP include the following:** The contingency provision was changed to more accurately request that the Legislature "enact" new legislation to reinstate emissions testing of collectible vehicles and motorcycles rather than "draft" new legislation.

Section numbers were added for clarity and typographical and formatting corrections were made throughout the document.