End of Ozone Season, Compliance with Federal Requirements, and Future Outlook

Online Input Opportunity • December 9, 2020

Nick Van Haasen, Air Quality Planner
Attainment Deadlines

2008 NAAQS Attainment Date (<75 ppb): No later than July 20, 2021
Serious Classification

2015 NAAQS Attainment Date (<70 ppb): No later than August 3, 2021
Marginal Classification

Attainment for Both Standards will be Based on 2018-2020 Ozone Monitor Data (3-Year Average of Fourth Highest Monitor Reading)
**Federal Attainment Requirements**

Design Value = Regulatory test: 3-Year Average of Fourth Highest Value

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<th>4th Highest Value for Season</th>
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## Conditional Regulatory Test: 1-year extension

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Reclassification Due to Failure to Attain – Stricter Standards

Going from Serious Classification to Severe:

Major source threshold decreased to 25 TPY (from 50 TPY)
  Impacts businesses that require CAA permitting for new/continued operations
Penalty fee program for major sources
  Per ton penalty fee increase on major sources if the area does not meet required reductions
NSR Emission Offset ratio increased to 1.3:1 (from 1.2:1)
Low VOC reformulated gas
  No implications, because our region has already opted in previously
VMT growth offset required
  Analysis to see if more transportation control strategies are needed

A continued and thorough assessment of regional implications is ongoing.
VMT Growth Offset

VMT Growth Offset is an additional analysis required due to the reclassification to severe category.

This analysis assesses if existing transportation control strategies are sufficient to offset anticipated emission increases due to the VMT growth from a base year to the attainment year.

If these do not offset, additional transportation control strategies will be required.

Examples: Trip Reduction Strategies such as Telecommuting, that is proving effective during the COVID-19 pandemic, and Workplace Flexibility Programs, Public Transit, Traffic Signal Improvements, Intersection Improvements and, Bike and Pedestrian Improvements.
Bicycle/Pedestrian (+78%, May)
Truck travel time reliability
Speed of traffic and congestion* (+7%, May)

Freeway Volumes (-19%, May)
Airport Passengers (~-80%, May)
Transit Ridership (-55%, May)

For more information, please see the Changing Mobility Dashboard:

* indicates compared to February 2020 instead of a corresponding for a 2019 – 2020 comparison
North Central Texas Ozone Exceedance Comparison: 2019-2020

The chart shows the number of ozone exceedances by month from 2019 to 2020. The data is color-coded:
- Yellow (55 - 70 ppb)
- Orange (71 - 85 ppb)
- Red (86 - 105 ppb)

The months with the highest exceedances are May 2020, August 2020, and September 2020.
Ongoing and Future Investigations

Inaccurate ozone alerts for predicted exceedances
   Of the 30 ozone action days issued, only 7 of the forecasts were correct
State forecasted 72 ppb for 2020 – actual is 76 ppb
Impacts of background emissions
Nonattainment Boundaries – Multistate air quality plans
Comprehensive Multipollutant Interactions
Unexplained emission increases (May, June, and August)
Potential changing of NOX:VOC stoichiometric ratio
COVID-19 research - Transportation Review Board (TRB), TCEQ, TxDOT

NCTCOG is dedicated to continuing the pursuit of additional and innovative transportation and emission control strategies
Timeline and Milestones

November 30, 2020 – End of 2020 ozone season

March 1, 2021 – Beginning of 2021 ozone season

Official Reclassification of both 2008 and 2015 standards to be determined

Compliance with VMT offsets must be determined by SIP submittal

2008 NAAQS Attainment Date (≤75 ppb): No later than July 20, 2027
   Severe Classification

2015 NAAQS Attainment Date (≤70 ppb): No later than August 3, 2024
   Moderate Classification