

date for the Nashville ozone nonattainment area is November 15, 1996, and the I/M regulations contained in the Tennessee submittal does not establish an I/M program implementation sunset date prior to the attainment deadline.

Basic I/M Performance Standard—40 CFR 51.352

The basic I/M program must be designed and implemented to meet or exceed a minimum performance standard, which is expressed as emission levels in area-wide average grams per mile (gpm) for certain pollutants. The performance standard shall be established using local characteristics, such as vehicle mix and local fuel controls, and the following model I/M program parameters: network type, start date, test frequency, model year coverage, vehicle type coverage, exhaust emission test type, emission standards, emission control device, evaporative system function checks, stringency, waiver rate, compliance rate and evaluation date. The emission levels achieved by the state's program design shall be calculated using the most current version, at the time of submittal, of the EPA mobile source emission factor model. At the time of the Tennessee submittal the most current version was MOBILE5a. Areas shall meet or exceed the performance standard for the pollutants which cause them to be subject to basic I/M requirements. In the case of ozone nonattainment areas, the performance standard must be met for both NO_x and VOCs.

The Tennessee submittal for the Davidson County I/M program includes the following program design parameters:

network type—centralized, test-only
start date—1985
test frequency—annual
model year coverage—1975 and later
vehicle type coverage—light gasoline powered vehicles
emission test—Idle
emission standards—1.2% CO, 220 ppm HC
emission control device—Catalytic converter, gas cap, fuel inlet restrictor
stringency (pre-1981 failure rate)—20%
waiver rate (pre-81/81 and newer)—0%/0%
compliance rate—98%
evaluation date(s)—January 1, 1997

The Tennessee submittal for the four additional counties includes the following program design parameters:

network type—centralized, test-only
start date—1995
test frequency—annual
model year coverage—1975 and later
vehicle type coverage—light gasoline powered vehicles
emission test—Idle

emission standards—1.2% CO, 220 ppm HC
emission control device—Catalytic converter, gas cap, fuel inlet restrictor
stringency (pre-1981 failure rate)—20%
waiver rate (pre-81/81 and newer)—0%/0%
compliance rate—98%
evaluation date(s)—January 1, 1997

The Tennessee program design parameters meet the federal I/M regulations and are approvable.

The emission levels achieved by these programs were modeled using MOBILE5a. The modeling demonstration was performed correctly, used local characteristics and demonstrated that the program design will exceed the minimum basic I/M performance standard, expressed in gpm, for VOCs and NO_x for each milestone and for the attainment deadline. The modeling demonstration is approvable.

Network Type and Program Evaluation—40 CFR 51.353

Basic I/M programs can be operated in a centralized test-only format, in a decentralized test and repair, or in any hybrid version as long as the state can demonstrate that the selected program is effective in achieving the basic I/M performance standard. The Tennessee APCD will administer a centralized I/M program in the four counties previously identified while the Davidson County Health Department will continue to administer the centralized I/M program in that county. The enhanced program evaluation requirements of this section do not pertain to the Tennessee program as it is a basic I/M program. The network type is approvable.

Adequate Tools and Resources—40 CFR 51.354

The federal regulation requires the state to demonstrate that adequate funding of the program is available. A portion of the test fee or separately assessed per vehicle fee shall be collected, placed in a dedicated fund and used to finance the program. Alternative funding approaches are acceptable if demonstrated that the funding can be maintained. Reliance on funding from the state or local General Fund is not acceptable unless doing otherwise would be a violation of the state's constitution. The SIP shall include a detailed budget plan which describes the source of funds for personnel, program administration, program enforcement, and purchase of equipment. The SIP shall also detail the number of personnel dedicated to the quality assurance program, data analysis, program administration, enforcement, public education and

assistance and other necessary functions.

The Tennessee program is to be funded by direct reimbursement of the primary contractor from vehicle inspection fees. A portion of the vehicle inspection fee will be returned to APCD to cover the cost of program oversight and will be sufficient to cover the program related activities. This method meets the federal regulation and is approvable. The submittal demonstrates that sufficient funds, equipment and personnel have been appropriated to meet program operation requirements. The Tennessee submittal meets the adequate tools and resources requirements set forth in the federal I/M regulations.

Test Frequency and Convenience—40 CFR 51.355

The SIP shall describe the test year selection scheme, how the test frequency is integrated into the enforcement process and shall include the legal authority, regulations or contract provisions to implement and enforce the test frequency. The program shall be designed to provide convenient service to the motorist by ensuring short wait times, short driving distances and regular testing hours.

The Tennessee and Davidson County I/M regulations provide for an annual test frequency for all covered vehicles. A vehicle is assigned a registration month. The vehicle owner must present a valid, passing, emission certificate in order to renew the registration of the vehicle. The emission certificate is valid for 90 days after the test. The program contractor notifies the vehicle owner when their vehicles may be tested. The program also defines acceptable wait times in the contract. Waiting times shall not exceed a daily average of 15 minutes for more than five consecutive days. If this time is exceeded, the state can require additional lanes to be opened. The submittal meets the requirements for testing frequency and convenience.

Vehicle Coverage—40 CFR 51.356

The performance standard for basic I/M programs assumes coverage of all 1968 and later model year light duty vehicles (LDV) and light duty trucks (LDT) up to 8,500 pounds gross vehicle weight rating (GVWR), and includes vehicles operating on all fuel types. Other levels of coverage may be approved if the necessary emission reductions are achieved. Vehicles registered or required to be registered within the I/M program area boundaries and fleets primarily operated within the I/M program area boundaries and