

## **OVERVIEW**

This Louisiana State Implementation Plan (SIP) for the vehicle inspection/maintenance (I/M) program includes revisions that address changes to the program authorized during the 2004 Regular Legislative Session by Act No. 584 (Appendix A). Specifically, the current program plan has been revised to exempt the newest two model year (MY) vehicles from On-Board Diagnostics (OBD) testing. The Louisiana Department of Public Safety and Corrections (DPS) promulgated a revision to address the exemption in the Motor Vehicle Inspection regulations, LAC 55:III.Chapter 8 (LR 30:2493 November 2004) (Appendix F).

Mobile 6 modeling has been performed to demonstrate and ensure that the program performance standard is still met (Section 2: Low Enhanced I/M Performance Standard).

The narrative text of some sections of the SIP has been revised to update and provide more specific information concerning the Louisiana I/M program activities and procedures.

## **SECTION 1: INTRODUCTION**

### **1.1 BACKGROUND**

The 1990 Clean Air Act Amendments (CAAA) required that certain emission control strategies be implemented in geographic areas designated as ozone nonattainment. Because of its nonattainment classification and population, the CAAA requires that the state of Louisiana implement a vehicle I/M program in the Baton Rouge ozone nonattainment area for the control of emissions from motor vehicles.

Before submittal of the currently approved program plan, the state modified the network design in the I/M program plan several times. On February 13, 1998, which was the effective date of the EPA's disapproval of the Louisiana 1996 I/M SIP, an 18-month sanction clock was started under section 179 of the CAAA. Discussion of background leading up to that disapproval can be found in the EPA rulemakings on that SIP, 62 FR 31388 (June 9, 1997), 62 FR 41002 (July 31, 1997) and 62 FR 61633 (November 19, 1997). In July 1998, Louisiana sought greater flexibility from the EPA for designing a vehicle I/M program tailored to meet the state's air quality needs. The EPA worked in parallel with the state in developing an approvable I/M SIP

revision. The EPA proposed conditional approval of the I/M SIP revision on December 30, 1998 (63 FR 71807). The SIP revision still lacked certain elements to meet the statutory and regulatory requirements. The state worked to address the I/M SIP deficiencies identified in the proposed conditional approval.

Because the proposed conditional approval did not stop the sanction clock due to expire on August 13, 1999, on August 10, 1999, the EPA made an interim final determination that the state had more likely than not cured the deficiencies prompting the original disapproval (64 FR 45454, August 20, 1999). This action by the EPA deferred the future application of the offset and the highway sanctions.

The I/M program for the five-parish Baton Rouge area received final approval from the EPA on September 26, 2002 (67 FR 60594). The final approval resulted from the state's submittal of a fully approvable I/M SIP revision on December 28, 2001. This revision contained the state's requirements for implementation of OBD testing in the program starting in January, 2002.

## **1.2 PUBLIC NOTICE**

In accordance with LA R.S. 49:950 et seq. (Appendix B), and to comply with 40 CFR 51.285 Public Notification, the Louisiana Department of Environmental Quality (LDEQ) published notice seeking comments on the proposed SIP revision (Appendix C). A public hearing concerning the proposed SIP revision was held at 1:30 p.m. on April 25, 2006, in the Galvez Building, Oliver Pollock Room C-111, at 602 N. Fifth Street in Baton Rouge, Louisiana. Interested parties were invited to submit written or oral comments on the proposal at that time (Appendix C). The comment period closed at 4:30 p.m. on May 2, 2006.