



ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA-R09-OAR-2025-1978; FRL-13551-01-R9]

Approval of Implementation Plans for Air Quality Planning Purposes; State of Nevada; Truckee Meadows Second 10-Year Maintenance Plan for the 1987 PM-10 Standard

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The U.S. Environmental Protection Agency (EPA) is proposing to approve the “Second 10-Year Maintenance Plan for the Truckee Meadows 24-Hour PM₁₀ Attainment Area” (“Truckee Meadows Second PM₁₀ Maintenance Plan” or “Plan”) as a revision to the Washoe County portion of the State implementation plan (SIP) for the State of Nevada. The Truckee Meadows Second PM₁₀ Maintenance Plan includes, among other elements, a base year emissions inventory, a maintenance demonstration, contingency provisions, and motor vehicle emissions budgets for use in transportation conformity determinations. With this proposed rulemaking, the EPA is initiating the adequacy process for the 2025, 2030, and 2040 motor vehicle emissions budgets. The EPA is proposing these actions because the SIP revision meets the applicable statutory and regulatory requirements for such plans and motor vehicle emissions budgets. We are taking comments on this proposal and plan to follow with a final action.

DATES: Comments must be received on or before [INSERT DATE 30 DAYS AFTER DATE OF PUBLICATION IN THE *FEDERAL REGISTER*].

ADDRESSES: Submit your comments, identified by Docket ID No. EPA–R09–OAR–2025–1978, at <https://www.regulations.gov>. For comments submitted at Regulations.gov, follow the online instructions for submitting comments. Once submitted, comments

cannot be edited or removed from Regulations.gov. The EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.*, on the web, cloud, or other file sharing system). For additional submission methods, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section. For the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit <https://www.epa.gov/dockets/commenting-epa-dockets>. If you need assistance in a language other than English or if you are a person with a disability who needs a reasonable accommodation at no cost to you, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section.

FOR FURTHER INFORMATION CONTACT: Ginger Vagenas, EPA Region IX, 75 Hawthorne St., San Francisco, CA 94105; telephone number: (415) 972-3964; email address: vagenas.ginger@epa.gov.

SUPPLEMENTARY INFORMATION: Throughout this document, “we,” “us,” and “our” refer to the EPA. We use multiple abbreviations in this preamble. While the following list may not be exhaustive, for ease of reading and for reference purposes, the EPA defines the following abbreviations here:

Act: Clean Air Act

AERR: Air Emissions Reporting Requirements rule

AQMD: Air Quality Management Division

AQS: EPA Air Quality System database

CAA: Clean Air Act

Calcagni Memo: September 4, 1992 EPA memorandum from John Calcagni, titled “Procedures for Processing Requests to Redesignate Areas to Attainment”

CBI: Confidential Business Information

CMTC: Contingency Measure Trigger Calculation
DBOH: District Board of Health
EPA: U.S. Environmental Protection Agency
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
lbs/day: Pounds per Day
 $\mu\text{g}/\text{m}^3$: micrograms per cubic meter
NAAQS: National Ambient Air Quality Standard
NDEP: Nevada Division of Environmental Protection
NEI: National Emissions Inventory
NNPH: Northern Nevada Public Health
 NO_x : Nitrogen Oxides
Plan: Second 10-Year Maintenance Plan for the Truckee Meadows 24-Hour PM_{10} Attainment Area or Truckee Meadows Second PM_{10} Maintenance Plan
 PM_{10} : Inhalable particles with diameters that are 10 micrometers or less.
SIP: State Implementation Plan
SLAMS: State and Local Air Monitoring Stations
 SO_x : Sulfur Oxides
VOC: Volatile Organic Compound

Table of Contents

I. Background

- A. What Action is the EPA Proposing to Take?
- B. What Is the Legal Authority and What Are the Requirements?
- C. The PM_{10} National Ambient Air Quality Standards
- D. The Truckee Meadows PM_{10} Planning Area
- E. PM_{10} Planning in the Truckee Meadows Area

II. Air Quality in the Truckee Meadows Area

III. Procedural Requirements for Adoption and Submittal of State Implementation Plan Revisions

IV. Evaluation of the Truckee Meadows Second PM_{10} Maintenance Plan

- A. Emissions Inventory
- B. Maintenance Demonstration
- C. PM_{10} Air Quality Monitoring Network
- D. Verification of Continued Attainment
- E. Contingency Provisions
- F. Motor Vehicle Emissions Budgets for Transportation Conformity

V. Proposed Action and Request for Public Comment

VI. Statutory and Executive Order Reviews

I. Background

A. What Action is the EPA Proposing to Take?

The EPA is proposing to approve the Truckee Meadows Second PM_{10}

Maintenance Plan as a revision to the Washoe County portion of the SIP for the State of

Nevada. We are also initiating the adequacy process for the 2025, 2030, and 2040 motor vehicle emissions budgets.

B. What is the Legal Authority and What Are the Requirements?

Clean Air Act (CAA or “Act”) section 175A(b) requires States to submit an additional SIP revision (a second 10-year maintenance plan) to maintain the national ambient air quality standards (NAAQS or “standards”) for an additional 10 years after the expiration of the 10-year period covered by the initial maintenance plan approved in connection with the redesignation of the area from nonattainment to attainment.

CAA section 176(c) requires Federal actions in nonattainment and maintenance areas to conform to the SIP’s goals of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of the standards. The EPA’s transportation conformity rule, which implements CAA section 176(c), is codified at 40 CFR part 93, subpart A.

C. The PM₁₀ National Ambient Air Quality Standards

CAA section 109 grants the EPA the authority to set NAAQS for certain ambient air pollutants to protect public health and welfare.¹ Particulate matter (PM) refers to the mixture of solid particles and liquid droplets found in the air. PM is among the ambient air pollutants for which the EPA has established health-based standards. PM₁₀ is defined as inhalable particles with diameters that are 10 micrometers or less. PM₁₀ can cause adverse health effects by penetrating deep into the lungs and blood stream, leading to lung damage, increased respiratory disease, and premature death. Children, the elderly, and people with asthma and heart conditions are the most vulnerable.

¹ CAA section 109(b). For a given air pollutant, “primary” standards are those determined by the EPA as requisite to protect the public health. “Secondary” standards are those determined by the EPA as requisite to protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air.

On July 1, 1987, the EPA established primary and secondary NAAQS for PM₁₀.² At that time, the EPA established two PM₁₀ standards: an annual standard and a 24-hour standard.³ Effective December 18, 2006, the EPA revoked the annual PM₁₀ standard but retained the 24-hour PM₁₀ standard.⁴ An area attains the 24-hour standard of 150 micrograms per cubic meter (µg/m³) when the expected number of days per calendar year with a 24-hour concentration above the standard (referred to as an “exceedance”),⁵ averaged over three years, is equal to or less than one. The expected number of exceedances averaged over a three-year period at any regulatory monitor is known as the PM₁₀ design value. The PM₁₀ design value for the area is the highest design value within the nonattainment area.⁶

Generally, the EPA determines whether an area’s air quality is meeting the PM₁₀ NAAQS based on the most recent complete,⁷ quality-assured, and certified data measured at established State and local air monitoring stations (SLAMS) in the nonattainment area and entered into the EPA Air Quality System (AQS) database. Data from air monitoring sites operated by State, local, or Tribal agencies in compliance with the EPA’s monitoring requirements must be submitted to AQS. These monitoring agencies annually certify that these data are accurate to the best of their knowledge. Accordingly, the EPA

² 52 FR 24634 (July 1, 1987).

³ The primary and secondary standards were set at the same level for both the 24-hour and the annual PM₁₀ standards.

⁴ 71 FR 61144 (October 17, 2006).

⁵ An exceedance is defined as a daily value that is above the level of the 24-hour standard (*i.e.*, 150 µg/m³) after rounding to the nearest 10 µg/m³ (*i.e.*, values ending in five or greater are to be rounded up). Thus, a recorded value of 154 µg/m³ would not be an exceedance because it would be rounded to 150 µg/m³. A recorded value of 155 µg/m³ would be an exceedance because it would be rounded to 160 µg/m³. 40 CFR part 50, appendix K, section 1.0.

⁶ 40 CFR 50.6 and 40 CFR part 50, appendix K. The comparison with the allowable expected exceedance rate of one per year averaged over three years is made in terms of a number rounded to the nearest tenth (fractional values equal to or greater than 0.05 are to be rounded up; *e.g.*, an exceedance rate of 1.05 would be rounded to 1.1, which is the minimum design value for nonattainment). 40 CFR part 50, appendix K, section 2.1(b).

⁷ For PM₁₀, a complete year of air quality data includes all four calendar quarters with each quarter having valid data on a minimum of 75 percent of the scheduled PM₁₀ sampling days. 40 CFR part 50, appendix K, section 2.3(a).

relies primarily on data in AQS when determining the attainment status of an area.⁸ All valid data are reviewed to determine the area's air quality status in accordance with 40 CFR part 50, appendix K.

D. The Truckee Meadows PM₁₀ Planning Area

Through its enactment of the CAA Amendments of 1990, Congress designated certain areas of the country, including the Reno planning area, commonly referred to as "Truckee Meadows," as nonattainment areas for the PM₁₀ NAAQS. Truckee Meadows lies in the far southern part of Washoe County, Nevada.⁹ Located at an average elevation of 4,500 feet above sea level, Truckee Meadows encompasses a land area of approximately 200 square miles and is surrounded by mountain ranges, which can lead to persistent wintertime temperature inversions where a layer of cold air is trapped in the valley. Warmer air above the inversion acts as a lid, containing and concentrating air pollutants at ground level. Emissions from anthropogenic activities such as automobile use and residential wood combustion are also concentrated here. The two major cities in Truckee Meadows are Reno and Sparks.

E. PM₁₀ Planning in the Truckee Meadows Area

In 1991, the Reno planning area (*i.e.*, Truckee Meadows) was designated as a nonattainment area for PM₁₀ by operation of law.¹⁰ Truckee Meadows was initially classified as a "Moderate" PM₁₀ nonattainment area with an applicable attainment date of December 31, 1994.¹¹ Truckee Meadows was later reclassified by operation of law to "Serious" upon the EPA's determination that, based on ambient PM₁₀ data for the 1992 through 1994 period, the area had failed to attain the standard by the Moderate area

⁸ 40 CFR 50.6; 40 CFR part 50, appendix J; 40 CFR part 53; and 40 CFR part 58, appendices A, C, D, and E.

⁹ Washoe County is located in the northwestern portion of Nevada and is bordered by the State of California to the west and the State of Oregon to the north. Within the State of Nevada, the counties of Humboldt, Pershing, Storey, Churchill, Lyon, and the city of Carson City bound Washoe County to the east and south.

¹⁰ 56 FR 11101 (March 15, 1991).

¹¹ *Id.*

attainment date.¹² The State was required under CAA section 188(c) to submit revisions to its SIP to, among other things, demonstrate attainment of the PM₁₀ standard as expeditiously as practicable, but no later than December 31, 2001. Despite further improvements, in a 2011 rulemaking, the EPA found that Truckee Meadows failed to attain by the December 31, 2001 attainment date, based on ambient PM₁₀ data for the 1999 through 2001 period.¹³ Under such circumstances, the State would usually be required to submit a new attainment plan under CAA section 189(d). However, in the same 2011 rulemaking, the EPA determined that the area was currently attaining the PM₁₀ NAAQS based on complete, quality-assured, and certified ambient air monitoring data that showed the area monitored attainment of the 1987 PM₁₀ NAAQS for the 2007 through 2009 monitoring period. Consequently, the requirement to submit a new SIP was suspended.

When a nonattainment area attains the NAAQS, the State may request redesignation to attainment, in conjunction with submission of a maintenance plan showing how it will continue to attain the NAAQS. CAA section 175A provides the general framework for a maintenance plan. The maintenance plan must provide for continued attainment of the NAAQS for at least 10 years after redesignation, including any additional control measures necessary to ensure such maintenance. In addition, maintenance plans must contain contingency provisions necessary to ensure the prompt correction of a violation of the NAAQS that occurs after redesignation.¹⁴ The contingency provisions must include, at a minimum, a requirement that the State will implement all control measures contained in the nonattainment SIP prior to redesignation.

After verifying the area continued to attain the NAAQS and that Nevada had submitted an approvable plan to continue maintenance of the NAAQS through 2026, the

¹² 66 FR 1268 (January 8, 2001).

¹³ 76 FR 21807 (April 19, 2011).

¹⁴ CAA section 175A(d).

EPA redesignated the Truckee Meadows area from nonattainment to attainment and approved the first maintenance plan for the Truckee Meadows area for the PM₁₀ NAAQS, effective January 7, 2016.¹⁵

CAA section 175A(b) requires States to submit an additional SIP revision (a second 10-year maintenance plan) to maintain the NAAQS for an additional 10 years after the expiration of the 10-year period covered by the initial maintenance plan approved in connection with the redesignation of the area from nonattainment to attainment. The revision is to be submitted eight years after the original redesignation request and maintenance plan have been approved. The deadline to submit the second PM₁₀ maintenance plan for Truckee Meadows was January 7, 2024.

II. Air Quality in the Truckee Meadows Area

A recent design value showing a maintenance area is continuing to attain the PM₁₀ NAAQS (*i.e.*, the recorded number of days with levels above 150 µg/m³, averaged over a 3-year period, is less than or equal to one) is the foundation of a second 10-year maintenance plan. As described in more detail in section IV.A of this document, a base year emissions inventory from the design value period that represents attainment conditions is used as the basis for projecting emissions inventories into the future and to demonstrate that future emissions will not lead to an exceedance of the standards. Northern Nevada Public Health¹⁶ (NNPH), which administers air quality programs through its Air Quality Management Division (AQMD), used the data from calendar years 2017 through 2019 to calculate a 2019 design value to demonstrate the area had continued to attain the PM₁₀ standard and selected the 2017 emissions inventory as its base year inventory.

¹⁵ 80 FR 76232 (December 8, 2015).

¹⁶ Prior to August of 2023, Northern Nevada Public Health was known as Washoe County Health District. For simplicity, we use the current name when referring to actions that occurred both before and after the agency adopted the new name.

Table 1 of this document shows the design values for the Truckee Meadows PM₁₀ maintenance area at the monitoring sites active in the maintenance area from 2016 through 2025, accounting for all recorded exceedances during that time. Table 2 of this document shows the number of exceedances recorded at active monitors for the years 2016 through 2025.¹⁷

Table 1. Design Values for the First 10-Year Maintenance Period^a

Monitor (AQS ID)	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Galletti (32-0031-0022)	0.3*	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Toll (32-031-0025)	0.3	0.3	0.0	0.0	1.0	4.0	5.3	4.3	1.3	0.0
Sparks (32-031-1005)	0.0	0.0	0.0	0.0	1.0	2.7	3.0	2.0	0.3	0.0
Reno4 (32-031-0031) ^b	0.0	0.0	0.0	0.0	0.3	2.7	3.7	3.3	1.0	0.0
Plumb-Kit (32-031-0030)	0.0	0.0	0.0*	0.0*	n/a	n/a	n/a	n/a	n/a	n/a
South Reno (32-031-0020)	0.0	0.0	0.0*	0.0*	n/a	n/a	n/a	n/a	n/a	n/a

^a Design values marked with an asterisk are invalid. The 2016 design value for Galletti and the 2018 and 2019 design values for Plumb-Kit and South Reno are invalid due to incomplete data following the shutdown of the monitoring sites.

^b The Reno3 monitoring site (AQS ID: 32-031-0016) was relocated to Reno4 in 2020 and the data have been combined into a single data record.

Source: Truckee Meadows Second PM₁₀ Maintenance Plan, Table 9, and EPA AQS PM₁₀ Design Value Report, AMP 480, for 2016 through 2025 (accessed July 20, 2026).

Table 2. Estimated Exceedances During the First 10-Year Maintenance Period

Monitor (AQS ID)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Galletti (32-031-0022)	1	0	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Toll (32-031-0025)	0	1	0	0	0	0	3	9	4	0	0	0
Sparks (32-031-1005)	0	0	0	0	0	0	3	5	1	0	0	0
Reno4 (32-031-0031)	0	0	0	0	0	0	1	7	3	0	0	0
Plumb-Kit (32-031-0030)	0	0	0	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

¹⁷ The EPA approved the discontinuation of the Galletti monitor in 2015 and the Plum-Kit and South Reno monitors in 2017. Correspondence documenting NNPH requests and EPA approval of modifications to the monitoring network is included in Appendix K of the Truckee Meadows Second PM₁₀ Maintenance Plan.

South Reno (32-031- 0020)	0	0	0	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
------------------------------------	---	---	---	---	-----	-----	-----	-----	-----	-----	-----	-----

Source: Truckee Meadows Second PM₁₀ Maintenance Plan, Table 10, and EPA AQS PM₁₀ Design Value Report, AMP 480, for 2016 through 2025 (accessed July 20, 2026).

Between 2016 and 2025, exceedances occurred during three years—2020, 2021, and 2022—which led to violations of the PM₁₀ NAAQS. Because the PM₁₀ design value is based on a 3-year average, exceedances from the prior two years are factored into the design value for the current year, resulting in design values that violated the PM₁₀ NAAQS in 2023 and 2024, even though no exceedances occurred in those years.

CAA section 175A(d) requires that maintenance plans contain contingency provisions as deemed necessary by the EPA that assure the air agency will promptly correct violations of the standard that occur after an area is redesignated.¹⁸ During the first 10-year maintenance period, for violations that occur outside the design value period on which the second maintenance plan is based, air agencies typically evaluate exceedances to determine the cause and to determine any necessary steps, including rulemaking, they should take to correct the violation. If violations are caused by events that are not reasonably controllable or preventable, *e.g.*, wildfires, air agencies are not required to adopt maintenance plan contingency measures.

NNPH analyzed the exceedances that contributed to violations of the PM₁₀ standard during the first maintenance period to ascertain the cause and what (if any) actions they should take to address the causes, and concluded that wildfire events led to the exceedances.¹⁹ The EPA has reviewed the information included in the Truckee Meadows Second PM₁₀ Maintenance Plan regarding the exceedances that occurred

¹⁸ The requirements for contingency provisions are discussed in greater detail in section IV.E of this document.

¹⁹ Appendices G through J of the Truckee Meadows Second PM₁₀ Maintenance Plan include analyses of the exceedances on July 26, 2021, August 6 through August 7, 2021, August 17, 2021, August 20 through August 26, 2021, September 11, 2021, and September 14 through September 16, 2022.

during the first maintenance period, and we agree that this information does not call into question the EPA's proposed approval of this Plan. We also note that NNPH's analysis and the EPA's evaluation are consistent with the contingency provisions of the maintenance plan that we are proposing to approve in this rulemaking to evaluate data that may have been influenced by certain events in determining whether contingency provisions should be triggered.

III. Procedural Requirements for Adoption and Submittal of State Implementation Plan Revisions

The Nevada Division of Environmental Protection (NDEP) is the State agency with overall responsibility for the Nevada SIP and is the designated agency for submitting SIPs and SIP revisions to the EPA for approval. NNPH is empowered under State law to develop air quality plans within Washoe County. After it adopts an air quality plan for Washoe County, NNPH submits the plan to NDEP for adoption as part of the Nevada SIP and then for submittal to the EPA for approval.

On September 12, 2024, NDEP submitted a second PM₁₀ 10-year maintenance plan for the Truckee Meadows 24-hour PM₁₀ attainment area to meet the requirement for the subsequent maintenance plan under CAA section 175A(b).²⁰ On January 22, 2026, NNPH adopted revisions to that plan and on March 12, 2026, NDEP submitted the revised version of the second PM₁₀ 10-year maintenance plan, which superseded the initial September 2024 submittal.²¹ In this action, we are proposing to approve NDEP's

²⁰ Letter dated September 13, 2024, from Jennifer Carr, Administrator, NDEP, to Matthew Lakin, Director, Air and Radiation Division, EPA Region 9. Note that the Plan and transmittal letter were submitted electronically to EPA on September 12, 2024.

²¹ The Plan was revised to remove the commitment to undertake a triennial home heating survey, which was used to verify continued attainment of the NAAQS and to establish the maintenance emissions limit for the first maintenance plan. ("Redesignation Request and Maintenance Plan for the Truckee Meadows 24-Hour PM₁₀ Nonattainment Area," August 28, 2014, pages 26 and 31.) NNPH determined that the survey was no longer necessary due to improvements in the EPA's methodology to account for residential wood combustion emissions. See the media release announcing the public comment period, Attachment 1 to the transmittal letter dated March 12, 2026, from Jennifer Carr, Administrator, NDEP, to Michele Angelich, Air and Radiation Division Acting Director, EPA Region 9.

March 12, 2026 submittal of its second PM₁₀ 10-year maintenance plan (referred to herein as the “Truckee Meadows Second PM₁₀ Maintenance Plan” or “Plan”) as a revision to the Nevada SIP. The Plan is intended to provide for continued maintenance of the 1987 PM₁₀ NAAQS for the 10-year period following the end of the first 10-year period, *i.e.*, from 2026 through 2035.

CAA sections 110(a)(1) and (2) and CAA section 110(1) require States to provide reasonable notice and public hearing prior to adoption of SIP revisions. On November 26, 2025, NNPH posted a media release to the NNPH website announcing the proposed revision to the previously submitted second PM₁₀ Maintenance Plan, informing the public of a public comment period ending December 26, 2025, and the option to request a public hearing that would take place on January 22, 2026. NNPH also notified via email all subscribers to its mailing list of the public comment period.²² No comments were submitted and a public hearing was not requested.²³ Consequently, the adoption of the plan was listed as a consent item on the NNPH District Board of Health (DBOH) agenda for its January 22, 2026 meeting.²⁴ At that meeting, no comments were offered by the public, and the NNPH DBOH adopted the Truckee Meadows Second PM₁₀ Maintenance Plan.²⁵ Following adoption, NNPH forwarded the plan to NDEP, the Governor of Nevada’s designee for SIP matters. NDEP then submitted the plan as a revision to the Nevada SIP to the EPA for approval on March 12, 2026.

Based on the documentation included in the Plan, we find that the Truckee Meadows Second PM₁₀ Maintenance Plan submittal satisfies the procedural requirements of CAA section 110(l).

²² A copy of the announcement NNPH transmitted to the subscribers of its mailing list is included in the docket for this proposed rulemaking.

²³ Plan, page 27.

²⁴ Attachment 2 of the March 12, 2026 submittal (“DBOH agenda for the January 22, 2026 adoption”).

²⁵ Attachment 6 of the March 12, 2026 submittal (“Certificate of Adoption”). Minutes from the January 22, 2026 DBOH meeting are included as Attachment 5 of the submittal (“Approved minutes from the January 22, 2026 adoption”).

IV. Evaluation of the Truckee Meadows Second PM₁₀ Maintenance Plan

CAA section 175A provides the general framework for a maintenance plan. We interpret this section of the Act to require, in general, the following core elements: attainment inventory, maintenance demonstration, monitoring network, verification of continued attainment, and contingency plan.²⁶ Under CAA section 175A, a maintenance plan must demonstrate continued attainment of the applicable NAAQS for at least ten years after the EPA approves a redesignation to attainment. Eight years after redesignation, the State must submit a revised maintenance plan that demonstrates continued attainment for the subsequent ten-year period following the initial ten-year maintenance period. To address the possibility of future NAAQS violations, the maintenance plan must contain such contingency provisions that the EPA deems necessary to promptly correct any violation of the NAAQS that occurs after redesignation of the area.

The primary guidance on maintenance plans and redesignation requests is a September 4, 1992 memorandum from John Calcagni, titled “Procedures for Processing Requests to Redesignate Areas to Attainment” (“Calcagni Memo”). The Calcagni Memo outlines the key elements of a maintenance plan, which include verification of continued attainment, monitoring network requirements, attainment emissions inventory, maintenance demonstration, and a contingency plan. We evaluate maintenance plans based on the satisfactory fulfillment of these and all relevant procedural requirements of the CAA.

Based on our review and evaluation of the Plan, as detailed below, we are proposing to approve the Truckee Meadows Second PM₁₀ Maintenance Plan submittal because we believe that it meets the requirements of CAA section 175A.

²⁶ Memorandum dated September 4, 1992, from John Calcagni, Director, EPA Air Quality Management Division, to Regional Office Air Division Directors, Subject: Procedures for Processing Requests to Redesignate Areas to Attainment (“Calcagni Memo”), pages 8 through 13.

A. Emissions Inventory

A maintenance plan for the PM₁₀ NAAQS should include an inventory of emissions of PM₁₀ in the area that identifies a level of emissions sufficient to attain the PM₁₀ NAAQS.²⁷ This inventory should be consistent with the EPA's most recent guidance on emissions inventories for nonattainment areas available at the time and represent emissions during the time period associated with the monitoring data showing attainment, in this case, 2017 through 2019. The inventory should also be comprehensive, including emissions from stationary sources, area sources, nonroad mobile sources, and on-road mobile sources, and be based on actual emissions during the appropriate season or episode, if applicable.²⁸ The specific PM₁₀ emissions inventory requirements are set forth in the Air Emissions Reporting Requirements rule (AERR).²⁹ The EPA has provided additional guidance for developing PM₁₀ emissions inventories in "PM₁₀ Emissions Inventory Requirements,"³⁰ and "Emissions Inventory Guidance for Implementation of Ozone and Particulate Matter National Ambient Air Quality Standards (NAAQS) and Regional Haze," (May 2017).

The Truckee Meadows Second PM₁₀ Maintenance Plan provides an attainment emissions inventory of actual emissions from all sources of direct PM₁₀ within the Truckee Meadows area, based on the 2017 National Emissions Inventory (NEI),³¹ adjusted using seasonal adjustment factors. Updated methodologies and emissions factors were applied to the residential wood combustion and unpaved roads categories to ensure

²⁷ Calcagni Memo, pages 8 through 9.

²⁸ CAA section 172(c)(3).

²⁹ 40 CFR part 51, subpart A.

³⁰ EPA-454/R-94-033, September 1994.

³¹ Because the most recent NEI year (2020) available during plan development was affected by disruptions caused by the COVID-19 pandemic and is therefore not representative of normal conditions, NNPH determined it should not be used and instead relied on the 2017 emissions inventory. Truckee Meadows Second PM₁₀ Maintenance Plan, page 6.

accuracy.³² Table 3 of this document summarizes the 2017 attainment inventory provided in the Truckee Meadows Second PM₁₀ Maintenance Plan.

Table 3. Truckee Meadows 2017 Seasonal Emissions Inventory for Direct PM₁₀ (pounds (lbs)/day)

Category	Subcategory	Estimated actual emissions	Maintenance plan baseline ^a
Point	All	43	43
Nonpoint	Stationary Source Fuel Combustion, including Residential Wood Combustion	3,486	3,486
	Industrial Processes	2,174	2,174
	Other Solvent Utilization	3	3
	Misc. Non-Point Sources, Excluding Wildfires	2,641	2,641
	Wildfires	26	21
Non-Road Mobile		743	743
On-Road Mobile		954	954
Total ^b		10,070	10,065

^a Represents maintenance conditions.

^b Totals may not add up due to rounding.

Source: Truckee Meadows Maintenance Plan, Appendix B, Table B-1.

In addition to showing the estimated actual emissions in 2017, Table 3 of this document shows the baseline emissions inventory used to demonstrate maintenance through 2036. The only difference between the 2017 actual emissions and the maintenance plan baseline emissions is in the wildfire source category. Table 3 of the Truckee Meadows Second PM₁₀ Maintenance Plan lists wildfire emissions inventories from NEI years from 1999 through 2020. The Truckee Meadows area experienced unusually high smoke impacts from wildfires in 2011, 2014, and 2020. For the purposes of developing a baseline attainment inventory for demonstrating ongoing attainment, NNPH replaced the actual PM₁₀ emissions from wildfires in 2017 (26 lbs/day) with the average of wildfire emissions from previous typical years (1999, 2002, 2005, and 2008) (21 lbs/day). The difference between 26 lbs/day and 21 lbs/day represents 0.06 percent of the non-point source emissions inventory. NNPH notes that future year planning should not be driven by wildfire emissions, and that PM₁₀ exceedances and violations caused by

³² Truckee Meadows Second PM₁₀ Maintenance Plan, appendices C and E.

natural events (*e.g.*, wildfires) will be treated as exceptional events.³³ We find this adjustment to be reasonable.

Information regarding the development of the emissions inventories, such as the methodology NNPH uses to develop growth factors for future-year inventories for stationary and mobile sources, is included in appendices A through F of the Plan.

The Plan does not provide emissions inventories for precursors to PM₁₀ and instead addresses direct PM₁₀ only. NNPH notes that precursor emissions were “determined to be negligible in the First 10-Year Maintenance Plan, in reference to the 2011 emissions inventory” on which the plan was based.³⁴ In its approval of the first maintenance plan, the EPA concluded that the absence of PM₁₀ precursors from the attainment inventory was acceptable.³⁵

In support of continuing this approach, NNPH asserts that there have not been any substantial changes in the emissions inventory or new major sources of volatile organic compounds (VOCs), nitrogen oxides (NO_x), and sulfur oxides (SO_x) within the maintenance area since 2011 and notes that the control strategy for maintaining compliance with the NAAQS relies on control of direct PM₁₀.³⁶ The NNPH also states that sources of precursor emissions are not correlated with reductions in PM₁₀ emissions and ambient concentrations of PM₁₀.³⁷

The EPA believes that the selection of 2017 as the attainment year inventory is appropriate given that it represents emissions from an attainment year and it is the most recent emissions inventory representative of normal conditions available at the time of preparation of the maintenance plan. Moreover, preparation of a seasonal (winter)

³³ *Id.*, page 9.

³⁴ *Id.*, pages 6 through 7.

³⁵ In its proposed approval of the first maintenance plan, the EPA concluded that the absence of PM₁₀ precursors from the attainment inventory was acceptable. This determination was based on a 1998 technical study conducted by the Desert Research Institute and current inventory and monitoring data. 80 FR 58640, 58649 (September 30, 2015).

³⁶ Truckee Meadows Second PM₁₀ Maintenance Plan, pages 6 through 7.

³⁷ *Id.*, page 7.

inventory in this instance is appropriate given that winter is typically the season when the highest ambient PM₁₀ concentrations are monitored in the Truckee Meadows. We find that NNPH's 2017 emissions inventory for direct PM₁₀ is based on reasonable assumptions and methodologies, as described in the Truckee Meadows Second PM₁₀ Maintenance Plan and 2017 Periodic Emissions Inventory,³⁸ and that the inventory is comprehensive, current, and accurate. We therefore propose to approve the inventory of actual emissions in 2017 as meeting the requirements of CAA section 172(c)(3) and find the 2017 inventory, as adjusted for wildfire emissions, acceptable for use in demonstrating maintenance of the PM₁₀ standard in the future.

B. Maintenance Demonstration

CAA section 175A(a) requires that the maintenance plan provide for maintenance of the NAAQS for at least 10 years after redesignation. 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 conducting modeling that shows that the future mix of sources and emissions rates will not cause a violation of the NAAQS.³⁹

The Truckee Meadows Second PM₁₀ Maintenance Plan demonstrates that the Truckee Meadows area will maintain the PM₁₀ NAAQS by comparing the adjusted 2017 attainment inventory (also referred to as the maintenance plan baseline) against the projected emissions for 2025, 2030, and 2040.⁴⁰ NNPH demonstrates continued maintenance of the PM₁₀ NAAQS by showing that future emissions of PM₁₀ will not

³⁸ NNPH's 2017 Periodic Emissions Inventory, submitted to the EPA for purposes of meeting the AERR requirements, provides significant detail regarding the assumptions and methodologies used to develop the 2017 PM₁₀ emissions inventory used in the Truckee Meadows Second 10-Year Maintenance Plan. The 2017 Periodic Emissions Inventory also includes emissions inventories for VOCs, NO_x, SO_x, and ammonia. The AERR requires State, local, and Tribal air agencies to collect and submit emission data for criteria pollutants into the EPA's Emissions Inventory System.

³⁹ Calcagni Memo, pages 9 through 11.

⁴⁰ Table B-1 of Appendix B of the Truckee Meadows Second PM₁₀ Maintenance Plan provides PM₁₀ emissions for the 2017 maintenance year baseline and the projected inventories for 2025, 2030, and 2040.

exceed the level of the 2017 maintenance year baseline. Using the adjusted 2017 emissions inventory as a baseline and appropriate growth and control factors described in Appendix A, “Growth Factors for Emissions Projections”, and Table A-1 of the Truckee Meadows Second PM₁₀ Maintenance Plan, NNPH projected emissions inventories for 2020, 2025, 2030, and 2040. Source specific growth factors were developed based on various demographic, climate, and other data projections. Control factors were developed based on historic data and reasonable assumptions.

Despite expected growth in the area, the Plan’s projected future PM₁₀ emissions in the Truckee Meadows area are below the 2017 maintenance inventory of 10,064 lbs/day.⁴¹ The downward trend in total expected emissions is due to federally enforceable PM₁₀ control programs targeting mobile sources and residential wood combustion. Table 4 of this document illustrates that while there are some increases in point source and on-road mobile source emissions, declining emissions from non-road mobile and nonpoint source categories drive a decrease in overall PM₁₀ emissions through 2040. As discussed in section IV.D of this document, NNPH has chosen to include “safety margins” in the motor vehicle emissions budgets for 2025 (857 lbs/day), 2030 (904 lbs/day), and 2040 (1,173 lbs/day).⁴² We find that the overall emissions projections, including the safety margins, continue to demonstrate maintenance because they do not exceed the emissions in 2017. Therefore, the safety margins are consistent with maintenance through 2036.

Table 4
Truckee Meadows PM₁₀ Maintenance Area Emissions Projections
(lbs per Typical PM₁₀ Season Day)

Category	2017 ^a Maintenance plan baseline	2025	2030	2040
Point Sources	43	41	57	69
Nonpoint Sources	8,324	8,202	8,140	7,824
Non-Road Mobile	743	321	299	274
On-Road Mobile	954	643	665	706
Total ^b	10,064	9,207	9,160	8,891

⁴¹ *Id.*

⁴² *Id.*, page 13.

Motor Vehicle Emissions Budget Safety Margin		857	904	1,173
	10,064	10,064	10,064	10,064

Source: Truckee Meadows Maintenance Plan, Table 5 and Table 7.

^a Represents maintenance conditions.

^b Totals may not add up due to rounding.

CAA section 175A(b) requires that eight years after redesignation, the State must submit to EPA an additional revision of the SIP for maintaining the NAAQS for an additional 10 years after the expiration of the first 10-year maintenance plan, in this case, until 2036. The projected emissions inventories for 2025, 2030, and 2040 sufficiently demonstrate that the Truckee Meadows area will continue to maintain the PM₁₀ standard throughout the second 10-year maintenance period. The EPA therefore concludes that the Truckee Meadows Second PM₁₀ Maintenance Plan demonstrates maintenance of the standard through 2036.

C. PM₁₀ Air Quality Monitoring Network

After 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.⁴³ NNPH monitors ambient PM₁₀ concentrations through a network of three State and local air monitors (SLAMS) in the Truckee Meadows area. The network is reviewed annually under 40 CFR 58.20(d) to ensure it continues to meet the applicable monitoring objectives. The currently active network monitors are listed in Table 5 of this document.⁴⁴ The EPA approved NNPH's air quality network plan for 2025 on December 5, 2025.⁴⁵ The approved plan and the EPA approval letter are included in the docket for this proposed action.

Table 5. Truckee Meadows PM₁₀ Monitors

Site Name	Site ID	Street Address
Toll	32-031-0025	684A State Route 341, Reno, NV

⁴³ Calcagni Memo, page 11.

⁴⁴ Section I.C of this document contains a discussion of monitoring results during the first 10-year maintenance period.

⁴⁵ Letter from Dena Vallano, Manager, Monitoring and Analysis Section, EPA Regin 9, to Francisco Vega, Director, Air Quality Management Division, NNPH, dated December 5, 2025.

Reno 4	32-031-0031	1260-A Stewart St., Reno, NV
Sparks	32-031-1005	750 4 th St, Sparks, NV

Source: Annual Network Plan, Northern Nevada Public Health, June 24, 2025.

In the Truckee Meadows Second PM₁₀ Maintenance Plan, the NNPH commits to continue to operate and maintain a PM₁₀ ambient air quality monitor in the planning area, in accordance with 40 CFR part 58, to verify attainment of the PM₁₀ NAAQS within the Truckee Meadows area. Data collected by the monitoring network are also used to implement the contingency measures trigger calculation, discussed in section IV.E. of this proposed action. We propose that the Second PM₁₀ Maintenance Plan contains adequate provisions for continued ambient PM₁₀ monitoring to verify continued attainment through the full maintenance period.

D. Verification of Continued Attainment

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 continued attainment status of the area.⁴⁶ As discussed in section IV.C of this document, NNPH monitors ambient concentrations of PM₁₀ in the Truckee Meadows planning area at three separate monitoring stations. NNPH indicates its intention to continue operation of the air quality monitoring network in accordance with 40 CFR part 58 to verify the attainment status of the area. The NNPH notes that the monitoring network will be reviewed annually to ensure the network meets all relevant monitoring requirements defined in 40 CFR part 58.⁴⁷

In addition to continued air monitoring, NNPH describes its tracking of actual emissions through periodic emissions inventories and commits to continuing to comply with the rules governing these emissions reporting requirements. Finally, NNPH describes various control strategies and enforcement actions that will ensure continued

⁴⁶ Calcagni Memo, page 11.

⁴⁷ Annual Network Plan, Northern Nevada Public Health, June 24, 2025.

verification of attainment and maintenance of the PM₁₀ NAAQS.⁴⁸ We are proposing to determine that these efforts are sufficient to verify continued attainment through the maintenance period.

E. Contingency Provisions

CAA section 175A(d) requires that maintenance plans include contingency provisions, as the EPA deems necessary, to promptly correct any violations of the NAAQS that occur after the redesignation of the area. Such provisions must include a requirement that the State will implement all measures with respect to the control of the relevant air pollutants that were contained in the SIP for the area before redesignation of the area as an attainment area.

Under CAA section 175A(d), contingency measures identified in the contingency plan do not have to be fully adopted at the time of redesignation. However, the contingency plan is an enforceable part of the SIP and should ensure that the contingency measures are adopted expeditiously once they are triggered by a specified event. The maintenance plan should clearly identify the measures to be adopted, a schedule and procedure for adoption and implementation, and a specific timeline for action by the State. In addition, the State should identify the specific indicators or triggers that will be used to determine when the contingency measures need to be implemented.

The NNPH has adopted a contingency plan to address possible future PM₁₀ air quality problems in the Truckee Meadows area. As noted by NNPH, contingency measures are to be triggered to promptly correct any violation of the standard that occurs during the maintenance period. The contingency plan for the Truckee Meadows area will be triggered when the number of exceedances recorded at a monitor, averaged over three consecutive years, is greater than 1.05.⁴⁹ The contingency plan also includes a screening

⁴⁸ Truckee Meadows Second PM₁₀ Maintenance Plan, pages 20 through 21.

⁴⁹ *Id.*, page 21.

process that allows NNPH, subject to EPA review and agreement, to exclude certain exceedances from the contingency measure trigger calculation (CMTC) if the agencies agree that the information developed by the NNPH, through its AQMD, is sufficient to support exclusion.

The purpose of the screening process is to differentiate between exceedances that are not within the NNPH's control (*i.e.*, exceedances that occur despite the implementation of reasonable measures), and exceedances that are within the NNPH's or State's control and therefore should be included in the trigger calculation. Should the EPA agree with NNPH's exclusion of an exceedance from the CMTC using this process, it would not constitute the EPA's concurrence that the exceedance was caused by an exceptional event. The exceedance would therefore continue to be included in design value calculations for the planning area, unless the State, following opportunity for public comment, submits a request for the EPA to concur on the exceedance as an exceptional event pursuant to 40 CFR 50.14, and the EPA reviews the submittal and formally concurs.

Under the contingency trigger screening process described in the Plan, the NNPH will analyze any exceedance(s) that leads to a violation of the NAAQS on a quarterly basis. Using the screening criteria set forth in the plan, NNPH will evaluate exceedances to determine if any exceedances qualify for exclusion from the CMTC.⁵⁰ If the NNPH believes an exceedance should be excluded, it will submit an exclusion request to the EPA within 90 days of the end of the calendar quarter.

If the EPA reviews and agrees with the exclusion request, NNPH can exclude that exceedance from the CMTC. If the EPA rejects the request and NNPH disagrees with the EPA's determination, it can submit an exceptional events demonstration. Due to the need

⁵⁰ The Plan (pages 22 through 24) includes criteria for high wind dust events and wildfire events that would be used to determine if an exceedance should be excluded from the contingency plan trigger calculation.

to promptly address violations, NNPH will proceed with the contingency process while the exceptional event process is under way. NNPH will make recommendations, including a timeline for adoption and implementation of measures, to the DBOH within 45 days of reaching the trigger level, with the exceedance in question included in the CMTC.⁵¹ Contingency measures should be adopted by the DBOH and implemented as expediently as possible, prior to the next PM₁₀ season.⁵²

The Truckee Meadows Second PM₁₀ Maintenance Plan includes a list of the source categories that typically contribute significantly to PM₁₀ season emissions along with potential contingency measures applicable to each category.⁵³ The list of categories includes paved and unpaved roads, dust control, residential wood combustion, and mobile sources of diesel emissions.

Based on our review of the Truckee Meadows Second PM₁₀ Maintenance Plan, we propose to find that the contingency provisions of the Plan clearly identify potential contingency measures, contain a triggering mechanism to determine when contingency measures are needed, contain a description of the process of recommending and implementing contingency measures, and contain specific and appropriate timelines for action. We also propose to find that the contingency trigger screening process, including the associated EPA review, is reasonably designed to distinguish between exceedances that were not within the NNPH or State control, and exceedances that were within the NNPH or State control and for which new or tightened control measures might be effective. Thus, we propose to conclude that the contingency plan in the Plan is adequate to ensure correction of any violation of the PM₁₀ NAAQS that occurs after redesignation, as required by CAA section 175A(d).

F. Motor Vehicle Emissions Budgets for Transportation Conformity

⁵¹ *Id.*, page 22.

⁵² *Id.*, page 24.

⁵³ *Id.*, Table 11.

CAA section 176(c) requires Federal actions in nonattainment and maintenance areas to conform to the SIP's goals of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of the standards.

Conformity to the SIP's goals means that such actions will not: (1) cause or contribute to violations of a NAAQS, (2) worsen the severity of an existing violation, or (3) delay timely attainment of any NAAQS or any interim milestone.

Actions involving Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding or approval are subject to the EPA's transportation conformity rule, codified at 40 CFR part 93, subpart A. Under this rule, metropolitan planning organizations in nonattainment and maintenance areas coordinate with State and local air quality and transportation agencies, the EPA, FHWA, and FTA to demonstrate that an area's regional transportation plans and transportation improvement programs conform to the applicable SIP. This demonstration is typically accomplished by showing that estimated emissions from existing and planned highway and transit systems are less than or equal to the motor vehicle emissions budgets ("budgets") contained in submitted or approved control strategy plans or maintenance plans.

Control strategy SIPs and maintenance plans typically establish budgets for criteria pollutants and precursors to address pollution from on-road vehicles such as cars and trucks.⁵⁴ Budgets are generally established for specific years for the relevant pollutants or precursors. PM₁₀ maintenance plan submittals must identify budgets for transportation-related PM₁₀ emissions in the last year of the maintenance period.⁵⁵ Budgets may also be specified for additional years during the maintenance period.

⁵⁴ Transportation-related emissions of VOC or NO_x must also be specified in PM₁₀ areas if the EPA or the State find that transportation-related emissions of one or both of these precursors within the nonattainment area are a significant contributor to the PM₁₀ nonattainment problem and has so notified the metropolitan planning organization and the U.S. Department of Transportation, or the applicable SIP revision or SIP revision submittal establishes an approved or adequate budget for such emissions as part of the reasonable further progress, attainment, or maintenance strategy. 40 CFR 93.102(b)(2)(iii).

⁵⁵ See 40 CFR 93.118(b)(2).

For budgets in a maintenance plan to be approvable, they must meet, at a minimum, the EPA's adequacy criteria.⁵⁶ To meet these requirements, the budgets must be consistent, when considered with emissions from all other sources, with maintenance of the NAAQS and reflect all of the motor vehicle control measures relied upon for the maintenance demonstration.

The EPA also determines the adequacy of budgets in certain submitted SIPs. The adequacy process is separate from the approval process. The EPA's process for determining adequacy of a budget consists of three basic steps: (1) providing public notification of a SIP submission; (2) providing the public the opportunity to comment on the budgets during a public comment period; and (3) making a finding of adequacy or inadequacy. The process for determining the adequacy of a submitted budget is codified at 40 CFR 93.118(f). The EPA can notify the public by either posting an announcement that the EPA has received SIP budgets on the EPA's adequacy website⁵⁷ or via a *Federal Register* notice of proposed rulemaking when the EPA reviews the adequacy of a maintenance plan budget simultaneously with its review and action on the SIP submittal itself.⁵⁸

The Truckee Meadows Second PM₁₀ Maintenance Plan provides budgets, which include PM₁₀ emissions estimates for transportation-related emissions and a safety margin, for direct PM₁₀ for 2025, 2030, and 2040.⁵⁹ Transportation-related emissions include emissions from on-road vehicles, road construction, and re-entrained paved and unpaved road dust.⁶⁰ The difference between the transportation-related emissions estimates in the projected emissions inventory and the budgets is defined as a safety

⁵⁶ 40 CFR 93.118(e)(4).

⁵⁷ 40 CFR 93.118(f)(1).

⁵⁸ 40 CFR 93.118(f)(2).

⁵⁹ Truckee Meadows PM₁₀ Maintenance Plan, page 12. The previously EPA-approved budgets for 2025 and 2030 are being replaced by revised budgets that reflect updates to emissions models, emissions methodologies, and planning assumptions. *Id.*, page 13.

⁶⁰ *Id.*, Table 7.

margin.⁶¹ The transportation-related emissions and safety margins represent a level of emissions consistent with attainment of the PM₁₀ NAAQS.⁶² The applicable PM₁₀ budgets for the Truckee Meadows area are presented in Table 6 of this document.

**Table 6. Proposed PM₁₀ Motor Vehicle Emissions Budgets for Truckee Meadows
lbs/day**

Budget Year	Transportation-Related Emissions	Safety Margin	PM₁₀ Budgets
2025	3,405	857	4,262
2030	3,457	904	4,361
2040	3,436	1,173	4,609

Source: Truckee Meadows Second PM₁₀ Maintenance Plan, Table 7.

While transportation conformity is typically not required after the completion of the 20-year maintenance period, which ends in 2036, NNPH has chosen to provide a budget for 2040. If approved, conformity will continue to apply in the Truckee Meadows area through 2040.⁶³

NNPH consulted with Federal, State, and local agencies during the development of the budgets.⁶⁴ NNPH used the EPA’s Motor Vehicle Emissions Simulator (MOVES2014b) to develop on-road and non-road mobile source emissions estimates for the 2017 emissions inventory.⁶⁵ On-road mobile source emissions were modeled for 2025, 2030, and 2040 using MOVES3,⁶⁶ incorporating the most recent planning assumptions for the transportation network.

⁶¹ 40 CFR 93.101. A safety margin is the amount by which the total projected emissions from all sources of a given pollutant are less than the total emissions that would satisfy the applicable requirement for reasonable further progress, attainment, or maintenance.

⁶² Truckee Meadows Second PM₁₀ Maintenance Plan, Table 7.

⁶³ See 73 FR 4420, 4434–4435 (Jan. 24, 2008) and EPA’s “Transportation Conformity Guidance for Areas Reaching the End of the Maintenance Period.” If a maintenance plan establishes a budget for a year that is more than 20 years beyond the effective date of the EPA’s approval of the area’s redesignation request and maintenance plan, conformity continues to apply until that budget year, ending on the month and day of that maintenance plan’s effective date.

⁶⁴ The Air Quality Interagency Consultation Group, which meets quarterly, includes representatives from the EPA, the FHWA, the Nevada Department of Transportation, and Regional Transportation Commission of Washoe County, Nevada.

⁶⁵ Truckee Meadows Second PM₁₀ Maintenance Plan. pages 6 through 7. NNPH began development of this plan before the MOVES3 emissions model was made available by the EPA on January 7, 2021 (86 FR 1106). Therefore, at the time of base year on-road inventory development, MOVES2014b was the latest emissions model available, per 40 CFR 93.111.

⁶⁶ Truckee Meadows Second PM₁₀ Maintenance Plan. pages 6 through 7.

The EPA evaluated the budgets against our adequacy criteria in 40 CFR 93.118(e)(4) and (5) as part of our review of the budget's approvability. While adequacy and approval are two separate actions, reviewing the budgets in terms of the adequacy criteria informs the EPA's decision to propose to approve the budgets. We have completed our detailed review of the Truckee Meadows Second PM₁₀ Maintenance Plan and are proposing herein to approve the Plan including the demonstration of maintenance of the PM₁₀ NAAQS in the area through the year 2036. We have also reviewed the budgets in the Plan and found that they are consistent with the maintenance demonstration for which we are proposing approval, are clearly identified and precisely quantified, are based on control measures that have already been adopted and implemented, and meet all other applicable statutory and regulatory requirements, including the adequacy criteria in 40 CFR 93.118(e)(4) and (5).⁶⁷ For these reasons, the EPA proposes to approve the 2025, 2030, and 2040 budgets in the Truckee Meadows Second PM₁₀ Maintenance Plan.

In addition, in this document the EPA is announcing the beginning of the adequacy process for these budgets. Under the transportation conformity regulation, the EPA can begin this process with our proposed action on the second maintenance plan.⁶⁸ The public has 30 days to comment on the adequacy of the budgets, per the transportation conformity rule at 40 CFR 93.118(f)(2)(i) and (ii). Any comments on the adequacy of the budgets should be submitted to the docket for this proposed rulemaking.

If the EPA issues a final rulemaking action to approve the budgets, they will be effective on the date of the publication date of the EPA's final rulemaking in the *Federal Register*.⁶⁹ The approved budgets must be used by the Regional Transportation

⁶⁷ The EPA's adequacy checklist can be found within the docket for this proposed rulemaking.

⁶⁸ See 40 CFR 93.118(f)(2).

⁶⁹ 40 CFR 93.118(f)(2)(iii).

Commission of Washoe County in future transportation conformity determinations for Truckee Meadows for the PM₁₀ NAAQS.

V. Proposed Action and Request for Public Comment

Under CAA section 110(k)(3), and for the reasons set forth in this document, the EPA is proposing to approve the Truckee Meadows Second PM₁₀ Maintenance Plan submitted by NDEP on March 12, 2026, as a revision to the Nevada SIP. We are proposing to approve the maintenance demonstration and contingency provisions as meeting all applicable requirements for maintenance plans and related contingency provisions in CAA section 175A, and the budgets for 2025, 2030, and 2040 for transportation conformity purposes as we find they meet all applicable criteria for such budgets including the adequacy criteria under 40 CFR 93.118(e).

We are soliciting comments on these proposed actions. We will accept comments from the public for 30 days following publication of this proposal in the *Federal Register* and will consider any relevant comments before taking final action.

VI. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submission that complies with the provisions of the Act and applicable Federal regulations. 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, the EPA's role is to approve State choices, provided that they meet the criteria of the CAA. Accordingly, this proposed action merely proposes to approve State law as meeting Federal requirements and does not impose additional requirements beyond those imposed by State law. For that reason, this proposed action:

- Is not a significant regulatory action subject to review by the Office of Management and Budget under Executive Order 12866 (58 FR 51735, October 4, 1993);

- Is not an Executive Order 14192 (90 FR 9065, February 6, 2025) regulatory action because this action is not significant under Executive Order 12866;
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L.104-4);
- Does not have federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- Is not subject to Executive Order 13045 (62 FR 19885, April 23, 1997) because it proposes to approve a State program;
- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001); and
- Is not subject to requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA.

The Reno-Sparks Indian Colony, a federally recognized Tribe, has reservation lands located within the boundaries of the Truckee Meadows PM₁₀ maintenance area. This proposal, if finalized, will not change the designation or classification of the maintenance area, including areas of Indian country within the maintenance area. Additionally, it will neither impose substantial direct compliance costs on federally recognized Tribal governments, nor preempt Tribal law as specified by Executive Order

13175 (65 FR 67249, November 9, 2000). The EPA will notify the Tribe about this proposal.

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Nitrogen dioxide, Particulate Matter, Sulfur Dioxide, Reporting and recordkeeping requirements, Volatile organic compounds.

Authority: 42 U.S.C. 7401 et seq.

Dated: September 18, 2026.

Michael Martucci,
Acting Regional Administrator,
Region IX.

[FR Doc. 2026-20102 Filed: 9/30/2026 8:45 am; Publication Date: 10/1/2026]