

continued maintenance of the applicable NAAQS for at least 10 years after the area is redesignated to attainment (CAA section 175A(a)). To address the possibility of future NAAQS violations, the maintenance plan must contain contingency provisions that are adequate to assure prompt correction of a violation, and must include a requirement that the State will implement all measures with respect to the control of the air pollutant concerned which were contained in the State implementation plan for the area before redesignation of the area as an attainment area (CAA section 175A(d)).

We have issued maintenance plan and redesignation guidance, primarily in the "General Preamble for the Implementation of Title I of the Clean Air Act Amendments of 1990" ("General Preamble," 57 FR 13498, April 16, 1992); a September 4, 1992 memo from John Calcagni titled "Procedures for Processing Requests to Redesignate Areas to Attainment" ("Calcagni memo"); a September 17, 1993 memo from Michael H. Shapiro titled "State Implementation Plan (SIP) Requirements for Areas Submitting Requests for Redesignation to Attainment of the Ozone and Carbon Monoxide (CO) National Ambient Air Quality Standards (NAAQS) on or after November 15, 1992"; and a November 30, 1993 memo from D. Kent Berry titled "Use of Actual Emissions in the Maintenance Demonstrations for Ozone and Carbon Monoxide (CO) Nonattainment Areas."

The Calcagni memo provides that an ozone maintenance plan should address five elements: an attainment year emissions inventory (*i.e.*, an inventory reflecting actual emissions when the area recorded attainment, and thus a level of emissions sufficient to attain the 1-hour ozone NAAQS), a maintenance demonstration, provisions for continued operation of an appropriate air quality monitoring network, verification of continued attainment, and contingency measures.

C. Clean Air Act Provisions for Redesignation

CAA section 107(d)(3)(E) allows for redesignation providing that: (1) We determine, at the time of redesignation, that the area has attained the NAAQS; (2) we have fully approved the applicable implementation plan for the area under section 110(k); (3) we determine that the improvement in air quality is due to permanent and enforceable reductions in emissions resulting from implementation of the SIP, applicable Federal regulations, and other permanent and enforceable

reductions; (4) we fully approve a maintenance plan for the area as meeting the requirements of section 175A; and, (5) the State containing such area has met all nonattainment area requirements applicable to the area under section 110 and part D. We have provided guidance on redesignation in the General Preamble and in the guidance memos cited above.

II. EPA Review of the San Diego Maintenance Plan and Redesignation Request

A. Maintenance Plan

CARB submitted the San Diego Maintenance Plan on December 20, 2002. On January 14, 2003, we found that this submittal met the completeness criteria in 40 CFR part 51, appendix V, including the requirement for proper public notice and adoption.

1. Attainment Emissions Inventory

The San Diego Maintenance Plan includes 2001 base year emission inventories for Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO_x), which are used to backcast emissions for 1990, 1995, and 2000, and to forecast emissions for 2005, 2010, and 2014, taking into account growth and changes in control factors.

The inventories use current and accurate methodologies, emissions factors, and survey information. The inventories represent actual emissions, with certain exceptions that are documented in the maintenance plan. For example, the projected emissions inventories include emission reduction credits (ERCs) in the SDCAPCD's Source Register and a projected military growth conformity increment (Appendix A). Banked ERCs are 0.7 tpd VOC and 0.3 tpd NO_x in 2005, 2010, and 2014 (pages A-3 and A-5). The military growth conformity increment is 11.4 tpd NO_x in 2005, 2010, and 2014 (page A-5).

The onroad emissions inventories employ the new CARB motor vehicle emissions factor model, EMFAC2002. The motor vehicle inventories use the latest planning activity levels, including travel activity forecasts updated by the San Diego Association of Governments (SANDAG).

As discussed above, we expect to issue our conclusions regarding whether or not the emission factor element of EMFAC2002 is acceptable in early 2003. Assuming that we find that the updated element is acceptable, we propose to approve fully the emissions inventories under CAA sections 172(c) and 175A, because the emissions inventories are complete, consistent with our most recent guidance, and reflect the latest

information available at the time of plan preparation. However, if we fail to find that the emission factor element of the model is acceptable, we will not finalize this proposed approval.

2. Maintenance Demonstration

Original maintenance plans must show how the NAAQS will be maintained for the next 10 years following redesignation to attainment. This is generally performed by assuming that the emissions levels at the time attainment is achieved constitute a limit on the emissions that can be accommodated without violating the NAAQS. In the case of this plan, projected VOC and NO_x emissions for 2005, 2010, and 2014 show continued attainment, since emissions levels of both of the ozone precursors are below 2001 levels. Table 1 below shows baseline and projected summer day emissions levels. The projected emissions levels assume no emissions reductions from New Source Review (NSR) or the Title V operating permit program.

TABLE 1.—SAN DIEGO COUNTY MAINTENANCE DEMONSTRATION SUMMER DAY EMISSIONS

[tons per day]		
Year	VOC	NO _x
2001	220.8	240.7
2005	189.7	218.4
2010	177.2	192.1
2014	170.7	167.4

Source: San Diego Maintenance Plan (Table 5-2)

Maintenance is demonstrated since emissions of both ozone precursors decline from the 2001 attainment year inventory: VOC emissions are reduced by 50.1 tpd (approximately 22.7 percent) from 2001 to 2014, and NO_x emissions are reduced by 73.3 tpd by 2014 (approximately 30.5 percent). Increasingly stringent California and Federal motor vehicle emissions standards and fleet turnover account for the bulk of the inventory reductions, and the remaining emissions reductions come from fully adopted, permanent, and enforceable State, local, and Federal regulations. Assuming that we find that the emission factor element of EMFAC2002 is acceptable, we propose to approve the maintenance demonstration under CAA section 175A(a), since the plan shows that emissions will decline below attainment levels due to the projected impact of fully adopted, permanent, and enforceable regulations. If we fail to find that the EMFAC2002 emission factor