

Based on our evaluation, we conclude that the 2001 Plan presents an adequate RACM demonstration, and are therefore proposing to approve it.⁹

C. Control Measures

In order to attain the ozone standard by 2006, the Bay Area must reduce VOC emissions by 148 tons per day from 554 tons per day (2000 VOC emissions) to 406 tons per day. NO_x will be reduced by 123 tons per day, from 647 tons per day (2000 NO_x emissions) to 524 tons per day. To provide for attainment by the applicable date, the 2001 Plan relies

on reductions from previously adopted measures and enforceable commitments to adopt 13 new stationary, area, mobile source, and transportation control measures that will provide additional reductions. The new measures and their expected emissions reductions are listed in the tables below and are described in Appendix B of the 2001 Plan. The Plan also includes an enforceable commitment to adopt additional measures needed for attainment. Section II.D. below discusses EPA's authority to approve commitments and our rationale

for approving the commitments in the 2001 Plan.

In this action, EPA is proposing to approve as part of the attainment assessment (discussed below) required by CAA section 172(c)(1) the adoption and implementation dates of the new measures and the total emissions reductions they are cumulatively projected to achieve. We are approving all dates, including those that have passed, in order to make the commitments enforceable by EPA and citizens under the CAA.

TABLE 2.—NEW STATIONARY AND AREA SOURCE CONTROL MEASURES ¹⁰

2001 SIP No.	BAAQMD Regulation No.	Source category	Adoption date	Implementation date	Estimated VOC reduction (tpd), 2000 to 2006	Estimated NO _x reduction (tpd), 2000 to 2006
Measures to be adopted by the BAAQMD						
SS-11	8-3	Improved Architectural Coatings Rule	2001	2003-2004	2.9
SS-12	8-5	Improved Storage of Organic Liquids Rule ...	2002	2002	1.9
SS-13	8-14 and 8-19	Surface Preparation and Cleanup Standards for Metal Parts Coating.	2002	2003	0.3
SS-14	8-16	Aqueous Solvents	2002	2003	3.0
SS-15	TBD	Petroleum Refinery Flare Monitoring	2003	2004	¹¹ TBD
SS-16	8-18	Low-Emission Refinery Valves	2003	2004	TBD
SS-17	8-10	Improved Process Vessel Depressurization Rule.	2003	2004	0.1
Total					8.2	0.0

¹⁰ Adopted regulations will be submitted to EPA within six months of adoption. See 2001 Plan, page 31.

¹¹ At the time of plan adoption, the BAAQMD was not able to determine the amount of emissions reductions that could be achieved by adoption of rules implementing SS-15 and 16. The District indicated that the reductions were to be determined (TBD). Therefore, the emission reduction total for SS-11 through SS-17 does not include reductions from these two measures.

TABLE 3.—NEW MOBILE SOURCE CONTROL MEASURE

2001 SIP No.	Source category	Request ¹² date	Implementation date	Estimated VOC reduction (tpd), 2000 to 2006	Estimated NO _x reduction (tpd), 2000 to 2006
Measures to be requested by the BAAQMD					
MS-1	Motor Vehicle Inspection and Maintenance Program—Liquid Leak Inspection and Improved Evaporative System Test.	2002	2002-2003	4.0
Total				4.0	0.0

¹² California Health & Safety Code (H&SC) 44003 gives California Air Pollution Control Districts the authority to request that the Department of Consumer Affairs (DCA) implement all or parts of the motor vehicle inspection and maintenance program in their areas. In the 2001 Plan, the BAAQMD, which was subject only to the basic smog check program, committed to opting into the Liquid Leak Inspection and Improved Evaporative System Test elements of enhanced smog check. DCA is already implementing the liquid leak inspection component within the Bay Area. DCA expects implementation of the full enhanced I/M program to begin in October 2003, yielding greater emissions reductions than the MS-1 commitment. Moreover, State law was amended in 2002 (AB 2637—Cardoza) to mandate expeditious DCA implementation of full enhanced inspection and maintenance in the Bay Area, which delivers substantially greater emissions reductions than the commitments in the 2001 Plan.

⁹ Of course, what is "reasonably available" changes over time. Measures that were not considered to be RACM in 2001 could potentially become RACM by 2004, when the Bay Area's new ozone attainment plan is due. For example, the

further study measures that have been undertaken to examine refinery emissions and marine loading operations could yield information that demonstrates additional emissions reductions from these sectors are reasonably available. We expect

that the Bay Area's next plan will include an updated analysis that, among other things, revisits measures that were previously determined to not be RACM.