

TABLE 4.—NEW TRANSPORTATION CONTROL MEASURES

2001 SIP No.	Control measure description	Description and implementation steps	Schedule	Estimated VOC reduction (tpd), 2000 to 2006	Estimated NO _x reduction (tpd), 2000 to 2006
TCM A	Regional 1 Express Bus Program.	Program includes purchase of approximately 90 low emission buses to operate new or enhanced express bus services. Buses will meet all applicable CARB standards, and will include particulate traps or filters. MTC will approve \$40 million in funding to various transit operators for bus acquisition. Program assumes transit operators can sustain service for a five year period. Actual emission reductions will be determined based on routes selected by MTC.	FY 2003. Complete once \$40 million in funding pursuant to Government Code Section 14556.40 is approved by the California Transportation Commission and obligated by bus operators.	See Below	See Below.
TCM B	Bicycle/Pedestrian Program.	Fund high priority projects in country-wide plans consistent with TDA funding availability. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be determined based on the projects funded.	FY 2004—2006. Complete once \$15 million in TDA Article 3 is allocated by MTC.	See Below	See Below.
TCM C	Transportation for Livable Communities (TLC).	Program provides planning grants, technical assistance, and capital grants to help cities and nonprofit agencies link transportation projects with community plans. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be determined based on the projects funded.	FY 2004—2006. Complete once \$27 million in TLC grant funding is approved by MTC.	See Below	See Below.
TCM 4	Additional Freeway Service Patrol.	Operation of 55 lane miles of new roving tow truck patrols beyond routes which existed in 2000. TCM commitment would be satisfied by any combination for routes adding 55 miles. Tow trucks used in service are new vehicles meeting all applicable CARB standards.	FY 2001. Complete by maintaining increase in FSP mileage through December 2006.	See Below	See Below.
TCM 5	Transit Access to Airports.	Take credit for emission reductions from air passengers who use BART to SFO, as these reductions are not included in the Baseline.	BART—SFO service to start in FY 2003. Complete by maintaining service through 2006.	See Below	See Below.
Total	0.5	0.7

D. Attainment Assessment

Under section 172(c)(1) of the CAA, nonattainment areas are required to submit plans that provide for attainment of the national ambient air quality standards. As stated above, the 2001 Plan is required to provide for attainment of the 1-hour ozone standard “as expeditiously as practicable” but no later than September 20, 2006. To provide for expeditious attainment, the 2001 Plan relies on fully adopted regulations, enforceable commitments to adopt new, identified measures (section II.B. above) and, as discussed below, an enforceable commitment to adopt

measures to achieve an additional 26 tpd of VOC emission reductions. To support the attainment assessment, the Plan includes additional enforceable commitments, also discussed below, to submit a SIP revision in 2004.

The 2001 Plan contains a simplified modeling analysis, with an explanation and documentation of the modeling approach (2001 Plan, pp. 14–22), using the relevant available data, which is sparse in the period before the CCOS field study can be employed in a more sophisticated Urban Airshed Modeling

(UAM) analysis.¹³ The limitation of the existing modeling assessment are acknowledged in the plan, and are the

¹³ EPA modeling guidance provides that states may rely on a modeled attainment demonstration supplemented with additional evidence to demonstrate attainment. The modeling analysis for the Bay Area is governed by 40 CFR part 51, Appendix W (6.0 Models of Ozone, Carbon Monoxide and Nitrogen Dioxide): A control agency with jurisdiction over areas with significant ozone problems and which has sufficient resources and data to use a photochemical dispersion model is encouraged to do so. However, empirical models fill the gap between more sophisticated photochemical dispersion models and may be the only applicable procedure if the available data bases are insufficient for refined modeling.