

demonstration includes the enforceable commitment to perform a mid-course review.

C. The EPA's Review and Analysis of the District's, Maryland's and Virginia's Submittals Against the EPA's Framework for Proposing Action on Attainment Demonstration SIPs

This section provides a review of Maryland's, Virginia's and the District's submittals and an analysis of how these submittals satisfy the frame work previously discussed.

As noted previously, the EPA addressed the sufficiency of the modeling demonstration of attainment in its previous notices regarding the Washington area attainment demonstration and incorporated by reference its prior proposal, the comments submitted thereon, and its response to those comments. *See* 64 FR 70460, December 16, 1999, and 66 FR 586, January 3, 2001. EPA is not reprinting that discussion here but will address any further comments

submitted in response to this re-proposal of its approval of the modeling demonstration showing attainment of the Washington area by November 2005.

1. CAA Measures and Measures Relied on in the Current SIP Submission

Table 3 contains a summary of the CAA required ozone SIP elements for serious areas and any additional measures included in the attainment demonstration.

TABLE 3.—CONTROL MEASURES IN THE 1-HOUR OZONE 1996–1999 ROP PLAN AND ATTAINMENT PLANS FOR THE METROPOLITAN WASHINGTON NONATTAINMENT AREA

Control measure	Type of measure	Credited in 1996–1999 ROP plan	Credited in attainment plan
Enhanced Inspection & Maintenance	Approved SIP	Yes	Yes.
Federal Motor Vehicle Control program	Federal	Tier 1	Tier 1 and 2.
NLEV	Approved SIP opt-in	Yes	Yes ¹ .
Reformulated Gasoline (Phase 1 & 2)	State opt-in	Phase 1	Phase 2.
Transportation Control Measures (TCM)	Approved SIP	Yes	Yes.
Federal Non-road Gasoline Engine standards	Federal	Yes	Yes.
Federal Non-road Heavy Duty diesel engine standards	Federal	Yes	Yes.
Rail Road Locomotive Controls	Federal	No	Yes.
NO _x RACT	Approved SIP	Yes	Yes.
Non-CTG RACT to 50 tpy	Approved SIP	Yes	Yes.
VOC Point Source Regulations to 25 tons/year ²	Approved SIP	Yes	Yes.
Stage II Vapor Recovery ³ &	Approved SIP	Yes	Yes.
On-board Refueling Vapor Recovery (ORVR)	Federal	Yes	Yes.
AIM Surface Coatings	Federal	Yes	Yes.
Consumer & commercial products	Federal	Yes	Yes.
Autobody refinishing	Federal/State	Yes	Yes.
Surface Cleaning/Degreasing	Approved SIP	Yes	Yes.
Open Burning Ban ²	Approved SIP	Yes	Yes.
Stage I Vapor Recovery ⁴	Approved SIP	Yes	Yes.
Graphic Arts	Approved SIP	Yes	Yes.
Heavy Duty Diesel Engines (On-road)	Federal	No	Yes.
Beyond RACT NO _x Requirements on Utilities	Approved SIP	No	Yes.

Notes:

¹ To the extent NLEV not superceded by Tier 2.

² Maryland and Virginia only.

³ Reduction credits calculated for Maryland and Virginia only. The District required implementation of Stage II in 1985 for most sources, and has claimed no reductions since 1990. (The District's Stage II regulation was amended after 1990 to comply with the requirements for Stage II controls set forth in the 1990 amendments to the Clean Air Act. The EPA has approved the District's rule into the SIP.

⁴ Reductions in only in those additional areas in Maryland and Virginia that were added to the Metropolitan Washington DC area after 1990.

The MDE, VADEQ and DoH have submitted all measures relied on in the attainment demonstration and all required measures except RACM and specific contingency measures. All submitted measures have been approved to date with the exception of Transportation Control Measures (TCMs), which are as part of the Washington area attainment demonstration and 1996–1999 ROP plan that the EPA is proposing to conditionally approve in this document. TCMs are strategies to both reduce vehicle miles traveled (VMT) and decrease the amount of emissions per VMT. The CAA classifies TCMs as programs for improved transit, traffic flow, fringe parking facilities for multiple occupancy transit programs,

high occupancy or share-ride programs, and support for bicycle and other non-automobile transit. The TCMs for Virginia and Maryland included projects programmed between fiscal years 1994–1999 in the transportation improvement plan (TIP) under the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and funded for implementation in the Washington area. The specific projects that Virginia and Maryland are claiming credit for and the estimated benefits are listed in Appendix H of the 1996–1999 ROP plan and Appendix J of the February 2000 plans. TCMs are considered acceptable measures for states to use to achieve reductions and EPA has determined that the VOC and NO_x reductions attributable to these

measures are creditable for the 1996–1999 ROP plan and attainment demonstration.

The EPA is also proposing to conditionally approve the attainment demonstration based on the District, Maryland and Virginia having committed to submit contingency measures that will be implemented if the area fails to attain the ozone standard by November 15, 2005. In addition, the District, Maryland and Virginia have committed to submitting to the EPA an appropriate RACM analysis and any revisions to the attainment demonstration necessitated by such an analysis, including revised emissions budgets as applicable.