

TABLE 5.—EMISSION REDUCTION COMMITMENTS FOR THE WASHINGTON AREA THROUGH 1999
[tons/day]

	District of Columbia	Maryland	Virginia	Area total
Total VOC reduction by 1999	10.6	63.7	57.2	131.5
Total NO _x reduction by 1999	7.2	96.8	46.6	150.6

The required VOC and NO_x emission reductions for each jurisdiction have been apportioned using a ratio of the regional reduction requirement to the claimed creditable measures for the nonattainment area. This result was then multiplied by each jurisdiction's total creditable measures to determine its emission reduction requirement. The EPA has determined that this apportionment of the emission reduction needed for ROP is approvable because the Act provides for interstate planning of SIPs, and because all three jurisdictions have committed to achieving, in the aggregate, sufficient reductions to achieve the 9 percent requirement in the entire nonattainment area.

E. What Control Strategies Are the District, Maryland and Virginia Including in the 1996–1999 ROP Plan?

The 1996–1999 ROP plan describes the emission reduction credits that the

Washington area jurisdictions are claiming toward their 9 percent reduction requirement. We can credit reductions for the ROP requirement for rules promulgated by the EPA and for state measures in the approved SIP.

Transportation Control Measures (TCMs): TCMs are strategies to both reduce VMT and decrease the amount of emissions per VMT. The CAA classifies as TCMs 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 1996–1999 ROP plans for Virginia and Maryland included TCM 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 1996–1999 ROP plan control measures for the Washington area are listed in Table 3 of this document and described in more detail in the TSD for this rulemaking.

F. What Are the Total Reductions in the 1996–1999 ROP Plan?

Tables 6, 7 and 8 summarize the VOC and NO_x creditable measures in Maryland's, Virginia's and the District's 1996–1999 ROP plan for the Washington area.

TABLE 6.—CREDITABLE VOC EMISSION REDUCTIONS IN THE 1996–1999 ROP PLAN FOR THE METROPOLITAN WASHINGTON AREA
[tons/day]

Measure	District of Columbia	Maryland	Virginia
Tier 1 FMVCP	1.4	5.5	5.9
RFG Refueling Benefits	0.0	0.9	0.7
NLEV	0.2	0.6	1.3
Reformulated Gasoline (on/off road)	2.2	7.9	8.0
Surface Cleaning/Degreasing	0.0	2.9	0.0
Autobody Refinishing	0.5	3.8	2.7
AIM	1.6	6.6	5.6
Consumer Products	0.6	2.2	1.9
Seasonal Open Burning Ban	0.0	3.7	2.6
Graphic Arts	0.9	1.0	1.5
Landfill Regulations	0.0	0	0.3
Non-CTG RACT to 50 TPY	0.0	0.4	0.4
RACT on Additional Sources >25 TPY and <50 TPY	N/A	0.3	0
Stage II Vapor Recovery	0.0	8.9	7.9
Stage I Enhancement (excluding Loudoun County, VA)	0.0	0.9	0.3
Non-road Gasoline Engines Rule	0.9	6.3	6.8
TCMs	0.0	0.1	0.1
Enhanced I/M	3.9	18.0	17.9
Total Creditable Reductions	11.8	70.0	63.9