

found in section 175A of the CAA. A maintenance plan must provide a demonstration of continued attainment including the control measures relied upon, provide contingency measures for the prompt correction of any violation of the standard, provide for continued operation of the ambient air quality monitoring network, provide a means of tracking the progress of the plan, and include the attainment emissions inventory and new budgets for motor vehicle emissions.

What Does Federal Approval of a State Regulation Mean to Me?

Enforcement of the state regulation before and after it is incorporated into the Federally-approved SIP is primarily a state responsibility. However, after the regulation is Federally approved, we are authorized to take enforcement action against violators. Citizens are also offered legal recourse to address violations as described in section 304 of the CAA.

What Is in the State's Plan To Maintain the Standard?

For the past ten years, Missouri has had a plan in place to maintain the 1-hour ozone standard in the Missouri

portion of the Kansas City maintenance area through 2002. The CAA requires that the maintenance plan be revised to provide for maintenance for ten years after the expiration of the initial maintenance period. Missouri's submittal of December 17, 2002, contained a revised plan that describes what will be done during the next ten-year period to maintain the ozone standard in the Missouri portion of the Kansas City maintenance area through 2012. The following analysis will look at the elements necessary for approval of a maintenance plan and determine if they have been fulfilled.

1. Demonstration of Continued Attainment

This revised plan relies on an attainment level of emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO_x) to maintain the ozone standard through a combination of control measures. These measures include stationary, area and mobile source controls. The annual emissions from the entire area for 1999, a period when no excursions or violations of the standard occurred, and 2012, the last year of the maintenance plan, are shown in the table below.

EMISSIONS IN THE KANSAS CITY MAINTENANCE AREA

Year	Pollutant emission (tons per OSD ¹)		
	VOC	NO _x	CO
1999	367.35	424.2	1706.0
2012	335.55	373.4	1337.8

¹ The term "ozone summer day" is abbreviated as OSD.

As can be seen, total emissions decreased during the ten-year maintenance period. Thus the plan has demonstrated that the 1-hour ozone standard will be maintained. The full emissions benefits obtained from state and Federal control measures are included in the table above. For the demonstration of maintenance, it is only necessary for the state to show that there is no increase in the emissions. Clearly excess emission benefits are included in the demonstration.

Control measures used to reduce emissions and maintain the standard are shown in the following list. These measures include stationary, mobile and area source controls.

LIST OF STATE RULES

State rules	Title
10 CSR 10-2.040	Maximum Allowable Emission of Particulate Matter from Fuel Burning Equipment Used for Indirect Heating.
10 CSR 10-2.080	Emission of Visible Air Contaminants from Internal Combustion Engines (rescinded 68 FR 12827, March 18, 2003). See 10 CSR 10-6.220.
10 CSR 10-2.090	Incinerators.
10 CSR 10-2.100	Open Burning Restrictions.
10 CSR 10-2.150	Time Schedule for Compliance.
10 CSR 10-2.205	Control of Emissions from Aerospace Manufacture and Rework Facilities.
10 CSR 10-2.210	Control of Emissions from Solvent Metal Cleaning.
10 CSR 10-2.215	Control of Emissions from Solvent Cleanup Operations.
10 CSR 10-2.220	Liquefied Cutback Asphalt Paving Restricted.
10 CSR 10-2.230	Control of Emissions from Industrial Surface Coating Operations.
10 CSR 10-2.260	Control of Petroleum Liquid Storage, Loading, and Transfer.
10 CSR 10-2.280	Control of Emissions from Perchloroethylene Dry Cleaning Installations (rescinded 68 FR 36470, June 18, 2003). See 10 CSR 10-6.075.
10 CSR 10-2.290	Control of Emissions from Rotogravure and Flexographic Printing Facilities.
10 CSR 10-2.300	Control of Emissions from the Manufacturing of Paints, Varnishes, Lacquers, Enamels and Other Allied Surface Coating Products.
10 CSR 10-2.310	Control of Emissions from the Application of Underbody Deadeners.
10 CSR 10-2.320	Control of Emissions from the Production of Pesticides and Herbicides.
10 CSR 10-2.330	Control of Gasoline Reid Vapor Pressure.
10 CSR 10-2.340	Control of Emissions from Lithographic Printing Facilities.
10 CSR 10-2.360	Control of Emissions from Bakery Ovens.
10 CSR 10-2.390	Conformity to State Implementation Plans of Transportation Plans, Programs, and Projects Developed, Funded, or Approved Under Title 23 U.S.C. or the Federal Transit Act.
10 CSR 10-6.075	Maximum Achievable Control Technology Regulations.
10 CSR 10-6.220	Restriction of Emission of Visible Air Contaminants.

In addition, the plan relies upon the Federal motor vehicle emissions control program in effect as of May 22, 2002. That program includes such rules as the

following that limit emissions from vehicles and set certain fuel parameters:

- Tier 0 emission limits rule for model year (MY) 1980 and 1981 vehicles,
- Tier I starting with MY 1994,

- Tier II starting with MY 2004,
- National Low Emission Vehicles program (MY-97 for the northeast area and MY-2001 for the rest of the USA),