

## State Compromise Overview: PM<sub>2.5</sub> Maintenance Plan Motor Vehicle Emissions Budgets

September 10, 2012

1. The initial Tier 1 MVEBS are based on mobile emissions inventory projections for 2017 and 2025, with 28 tons added to the 2025 PM<sub>2.5</sub> budget to enable conformity with the 2040 horizon year. The primary Tier 2 MVEBS have 20% transportation buffers applied to all pollutants in 2017 and 2025. The transportation buffers are provided to accommodate uncertainties primarily due to model changes and to vehicle fleet turnover that may affect future motor vehicle emissions inventories.
2. The Washington DC-MD-VA area commits to evaluating and submitting, as a revision to the 1997 PM<sub>2.5</sub> NAAQS maintenance plan, updated annual 2017 and 2025 MVEBs for NO<sub>x</sub> and PM<sub>2.5</sub> by the end of 2015. These budgets will again be re-evaluated in the 2018 timeframe to accommodate transportation planning issues when the Constrained Long Range Plan horizon year is extended beyond 2040.
3. The Washington DC-MD-VA area commits to begin planning to identify appropriate strategies to help the area achieve and maintain compliance with a potential bump-up of the region to a moderate classification for the 2008 ozone NAAQS, as well as any future ozone NAAQS. This planning process will include, but is not limited to, the development of a preliminary 15% Rate of Progress Plan.
4. The Washington DC-MD-VA area will work with jurisdictions and EPA to demonstrate the feasibility of (and get SIP credit for) achieving reductions across the entire region from market forces that will result in cleaner products being distributed across the entire region even when the regulations driving the cleaner products have only been adopted in a part of the region.
5. Maryland and the District of Columbia will work to adopt at least five new regulations to insure that, to the extent the transportation buffers are triggered, that there is no environmental degradation in the Maryland and the District of Columbia portions of the nonattainment area. These new measures will also begin the process of further reducing ozone and fine particle levels in the region to insure that public health is protected. Maryland and the District agree with the scientific community who believe that more stringent ozone and fine particle standards are needed. The new regulatory programs include low sulfur home heating fuel, enhancements to current controls on consumer products and industrial adhesives, off-road idling, and tougher requirements for smaller boilers (i.e. diesel generators) that are, in some circumstances, receiving a financial incentive to run their small generators on the hottest days, which correlate with the worst ozone days. The commitments made by Maryland and the District will not be construed to infringe upon any prerogative of the Commonwealth of Virginia.