

Control Measures for the 8-hour Ozone Standard: Proposed Priorities

| Category | Measure | Description | Implementation Requirements | Emission Reduction (tons/day) | | Reduction Timeline |
|--|-------------------------------------|--|---|-------------------------------|------|--------------------------------|
| | | | | NOx | VOC | |
| Priority 1. Additional Stationary Source Reductions | | | | | | |
| Option 1A | Regional Multipollutant Strategy | Adopt OTC Multipollutant Model Rule. Adhere to year-round state emission caps as part of a regional cap and trade program for EGUs. | Opt-in to regional program by adopting OTC model rule. Will require state regulation in the District of Columbia, Maryland, and Virginia. | 5-10 | - | Reductions begin in 2008 |
| Option 1B | State Multipollutant Legislation | Adopt state multipollutant legislation. | Will require state legislation and regulation in the District of Columbia, Maryland, and Virginia. | 5-10 | - | Reductions begin in 2008 |
| Option 1C | Plant- or technology-based Controls | Identify and require additional plant-specific emission reduction technologies. | Will require state regulation in the District of Columbia, Maryland, and Virginia. Could also be implemented through voluntary agreement with EGUs. | 5-10 | - | Reductions begin in 2008 |
| Priority 2. Expand Controls to Upwind Counties | | | | | | |
| Option 2A | Expand OTC Measures from Severe SIP | Expand existing OTC controls to upwind counties: includes AIMS, Solvent Cleaning, Portable Fuel Containers, and Consumer Products Rules. | Will require state regulation in Virginia. | - | 5-15 | Reductions could begin in 2007 |
| Option 2B | Expand NOx RACT | Expand NOx RACT requirements to upwind counties to 200 km. | Will require state regulation in Virginia. | 1-10 | - | Reductions could begin in 2007 |
| Option 2C | Expand VOC RACT | Expand VOC RACT requirements to upwind counties to 100 km. | Will require state regulation in Virginia. | - | 1-5 | Reductions could begin in 2007 |
| Option 2D | Airport Emission Cap | Establish agreement with airports outside the nonattainment area to cap and reduce emissions. | Will require an MOU between state and airports authority. | 0-1 | 0-1 | Reductions could begin in 2007 |

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| Priority 3. Control Small NOx Sources | | | | | | |
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| Option 3A | OTC Model Rule: NOx RACT for Small Sources | Adopt OTC model rule for small NOx Sources. Apply RACT to small NOx sources including internal combustion engines and boilers. | Will require state regulation in the District of Columbia, Maryland and Virginia. | 2-3 | - | Reductions could begin in 2007 |
| Priority 4. Control Federally Preempted Sources | | | | | | |
| Option 4A | Airport Emission Caps | Establish agreement with Airports Authority to cap emissions. | Will require an MOU between state authorities and MWAAs. | 0-1 | 0-1 | Reductions could begin in 2006 |
| Option 4B | Reformulated Gas | Expand requirement for use of reformulated gas to specific attainment areas in Maryland and Virginia. | May require legislative and/or regulatory action in Maryland and Virginia. Will require federal waiver. | - | 0-2 | Reductions could begin in 2008 |
| Option 4C | Locomotive Engine Emission Standards | Establish new locomotive engine standards. | Will require federal regulation. | NA | NA | Reductions begin after 2010 |
| Option 4D | Marine Engine Emission Standards | Establish new marine engine standards. | Will require federal regulation. | NA | NA | Reductions begin after 2010 |
| Option 4E | CAL LEV II | Adopt CAL LEV II Standards. Over Tier 2, this involves an advanced technology vehicle component, greenhouse gas reductions, and reduced air toxics. | May require state legislation or regulation in the District of Columbia, Maryland, and Virginia. | - | <0.5 | Reductions begin in 2010 |
| Option 4F | High Cetane Fuel | Require cetane-enhancing additive for on-road and/or non-road diesel fuels. | May require legislative and/or regulatory action in Maryland to change fuel blending prohibitions. Will require Federal waiver. | 2-3 | - | Reductions could begin in 2008 |
| Priority 5. State and Local Government Initiatives | | | | | | |
| Option 5A | Environmental Performance Contracting | Develop opt-in program for contracting that controls maintenance contracts, and construction equipment emission control technology and idling. | Requires regional coordination. May require development of model contracts and technical assistance to local jurisdictions. | 2-3 | 1-2 | Reduction could begin in 2006 |
| Option 5B | Renewable Energy Purchases/Energy Efficiency | Develop opt-in program that enables local jurisdictions to procure electricity from renewable sources or conduct energy efficiency projects with commensurate retirement of NOx Allowances. | Requires legislation or regulation in Virginia and District of Columbia to enable NOx allowance set-aside. | 0-1 | - | Reduction could begin in 2006 |

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| Option 5C | Locomotive Idling | Control emissions from locomotive idling through voluntary agreement to install APUs. | Will require MOU between authority and locomotive operators. | 0-1 | - | Reductions could begin in 2006 |
| Priority 6. Control On-road Sources | | | | | | |
| Option 6A | Remote Sensing Program | Expand remote sensing program to Maryland and the District of Columbia. | May require regulation in Maryland and District of Columbia. May require technology transfer and I/M program changes. | <0.3 | <0.3 | Reductions could begin in 2007 |
| Option 6B | Heavy Duty Diesel Inspection and Maintenance | Establish an inspection and maintenance program for on-road heavy duty diesel vehicles. | May require state regulation in the District of Columbia, Maryland, and Virginia. | - | - | - |
| Total Reductions from Priority Measures | | | | 12-34 | 7-27 | |