



TRANSPORTATION CONTROL STRATEGY



Spokane, Washington

July 30, 1973

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CHRONOLOGY OF SIGNIFICANT DATES
RELATED TO TRANSPORTATION CONTROL PLANS

April 30, 1971	EPA promulgated national ambient air quality standards.
August 14, 1971	EPA promulgated requirements for preparation, adoption and submittal of State Implementation Plans.
January 31, 1972	States submitted implementation plans to EPA.
May 31, 1972	EPA made approval/disapproval decisions for State Implementation Plans. EPA granted extension for submittal of transportation control plans.
January 12, 1973	EPA proposed requirements for preparation, adoption and submittal of transportation control plans.
January 31, 1973	U. S. Court of Appeals ruled that Clean Air Act did not permit extensions for States in submitting transportation control plans and restricted granting of extension for attaining national standards.
February 5, 1973	Region X notified States of the January 31, 1973, court decision.
February 15, 1973	States originally required to submit transportation control plans.
March 20, 1973	EPA rescinded the extensions previously granted for the submission of transportation control plans and attainment of air quality standards.
April 11, 1973	The State of Washington held a public hearing on its Transportation Control Plan in Seattle.
April 12, 1973	The State of Washington held a public hearing on its Transportation Control Plan in Spokane.
April 16, 1973	States submitted transportation control plans to EPA.
May 29, 1973	The State of Oregon held a public hearing on its Transportation Control Plan in Portland.

June 8, 1973	EPA promulgated requirements for preparation, adoption and submittal of transportation control plans.
June 15, 1973	EPA made approval/disapproval decisions for State transportation control plans.
July 30, 1973	States required to submit documentation of legal authority to implement transportation control plans.
August 15, 1973	EPA will promulgate transportation control plans, if necessary.
December 30, 1973	State required to adopt detailed regulations to implement their transportation control plans.

HISTORY OF TRANSPORTATION CONTROL PLANS

Congress amended the Clean Air Act in 1970 to direct the Environmental Protection Agency to establish ambient air quality standards for States to implement. EPA was given thirty days after the amendments were effective to propose standards for pollutants for which criteria identifying adverse effects already existed. One of the pollutants addressed by EPA is carbon monoxide (CO). Standards of 9 parts per million for an 8-hour period and 35 parts per million for a 1-hour period were established for CO. The Spokane Central Business District (CBD) is the only location in the Washington portion of the Eastern Washington Northern Idaho Interstate Air Quality Region where a carbon monoxide problem has been identified. The highest 8-hour carbon monoxide concentration measured in Spokane was 22 parts per million, recorded in 1972. That year the 8-hour national ambient air quality standard for carbon monoxide was exceeded on at least 59 days. Based on information submitted by the State, the reduction in carbon monoxide emissions resulting from implementation of Federal emission standards for new cars will be sufficient to prevent the 1-hour carbon monoxide standards from being exceeded in 1975, the deadline for meeting the Federal ambient air quality standards. After reductions in carbon monoxide from stationary sources, such as industries, and from the Federal motor vehicle emission program are achieved, Spokane will have a final increment of 36% reduction of carbon monoxide needed to assure attainment of national ambient air quality standards by May 31, 1975, as mandated by the Clean Air Act.

Transportation control strategies necessary to meet the carbon monoxide standards were supposed to be included as part of each State's plan to

implement national ambient air quality standards. These plans were submitted for EPA approval in January 1972. Each plan was to describe how the State intended to meet air quality standards for all pollutants named by EPA. However, EPA believed it impossible for the States to establish transportation control strategies by January 1972, and therefore gave the States until February 15, 1973, to submit the strategies. EPA granted extensions until May 31, 1977, to some states (Washington among them) for achievement of air quality standards. However, in January 1973, the U.S. Court of Appeals of the District of Columbia Circuit delivered a decision against EPA's extensions in a suit brought by the Natural Resources Defense Council. The Court said that EPA had not met the requirements of the Clean Air Act and ordered EPA to rescind the extensions granted both for submitting transportation control strategies and for attaining air quality standards. The Court set the date for submission of transportation control strategies by the States to April 15, 1973, ordered EPA approval or disapproval of the plans by June 15, 1973, and ordered EPA to establish regulations by August 15, 1973, where State plans were disapproved.

STATE PLAN

Faced with a short time period in which to develop a transportation control strategy and a general lack of data on the Spokane area, EPA hired a consulting firm to assist the State of Washington in a study of Spokane to find out where and when the carbon monoxide standards were being exceeded and to suggest measures which could alleviate the problem. Using the data from the consultant's study, the State of Washington submitted its transportation control strategy for Spokane to EPA on April 16, 1973. The State,

in examining possible alternatives, held public hearings in Spokane and also met with city and local officials before the State's final plan was submitted to EPA.

The State plan for Spokane called for (1) traffic flow improvements through computerized traffic signals, (2) exclusion of heavy-duty vehicles from the CBD, (3) accelerated mass transit plan, (4) an inspection/maintenance program with retrofitting of older vehicles, (5) an intermittent exclusion of light-duty vehicles from the CBD during certain days when pollution levels are expected to go above the standards, and (6) a system of elevated sidewalks.

FEDERAL RESPONSE

On June 15, 1973, EPA approved this plan with certain exceptions. This qualified approval was based on the fact that there was not adequate assurance that the proposals would be carried out in the time allowed. The inspection/maintenance and intermittent exclusion programs needed substantial amplification of the surveillance and monitoring methods, resources available, implementation schedules and legal authority. In regard to the intermittent exclusion measure, there was not adequate assurance that accurate predictions could be made of high pollution days. The other measures were approved as defined in the plan.

EPA PROPOSAL

EPA is proposing three measures to complement the State plan to assure compliance with national ambient air quality standards by May 31, 1975.

They are (1) an inspection/maintenance program for light-duty vehicles, (2) selective vehicle use exclusion and (3) a parking management program.

1. Inspection/maintenance of light-duty vehicles. (I&M)

The I & M program would require a yearly inspection of all vehicles registered in specified areas around Spokane to assure that each vehicle meets the appropriate emission levels. The EPA-proposed I & M program would not require retro-fitting (installation of emission control devices) in addition to whatever controls an automobile may already have.

The inspection program would use the idling test procedure, a less expensive method than the loaded (dynamometer) test. EPA estimates that the average yearly cost for each vehicle for inspection and maintenance would be about \$15.

The proposed EPA regulation governing I & M would be effective in Lincoln, Adams, Spokane and Whitman Counties.

The EPA proposals require the State to submit by October 1, 1973, a detailed compliance schedule showing the steps it will take to establish and enforce the program.

Under the proposed regulations, the State of Washington would have to obtain the necessary authority and adopt regulations for the I & M program by March 1, 1974.

The first inspection cycle would be from January 1, 1975, to May 31, 1975, after which it would be unlawful to operate a vehicle which has not passed the inspection. Again, this would only apply to vehicles registered in the specified counties.

2. Selective vehicle-use exclusion

The selective vehicle-use exclusion sets up a system for issuing

"access certificates" at the regular motor vehicle registration periods. The certificates, which would have to be affixed to the vehicle, would indicate which workday(s) the vehicle is not allowed to go into specified "vehicle limited zones." The limited zone would be bordered by Trent on the north, Monroe on the west, Third Street on the south and Division on the east.

The effect of selective exclusion would be limited almost entirely to the commuter who drives to work each day in the central business district. The regulation would apply only to workdays between the hours of 7:00 a.m. and 5:00 p.m. On days when the commuter's car is excluded he would ride the bus, arrange to car pool with a neighbor or co-worker or drive to a parking lot peripheral to the central business area.

By October 1, 1973, the State of Washington would have to submit to EPA a compliance schedule to implement this plan. Some of the procedures would have to include:

- Provisions to assure that multiple-car owners receive no more than one category of certificate;

- Provisions for additional categories of access certificates for vehicles the State deems necessary to have unlimited access to the vehicle restricted zone, including but not limited to police and fire vehicles, ambulances and public transit vehicles;

- Prohibitions of vehicles from being in the restricted zones from 7:00 a.m. to 5:00 p.m. on specific workdays as delineated by the vehicle access certificate. The number of categories to be excluded each day would have to be submitted to EPA in the State's semi-annual report in November 1974;

- Designation of an agency or agencies to administer and enforce the program.

By March 1, 1974, the State would have to submit to EPA legally adopted regulations to establish the selective vehicle exclusion program. The State could not register any vehicle without issuing the access certificates after January 1, 1975, and by March 31, 1975, it would be illegal to operate a vehicle in the controlled areas without a certificate. (This provision would apply only to vehicles registered in the counties surrounding Seattle and Spokane--the same counties as designated in the inspection/maintenance and parking supply regulations.)

The actual selective exclusion must begin no later than May 30, 1975.

3. Management of parking supply

The parking supply management program is not designed to reduce carbon monoxide levels, but to prevent any increase in air pollution caused by motor vehicles.

The proposed program would immediately stabilize the supply of parking in areas where transportation control measures are necessary.

The proposal for parking management applies to the same counties as the inspection/maintenance program and says, in effect, that after August 15, 1973, no new parking facilities could be built, or present parking facilities expanded, without a permit from EPA (or an agency that EPA might designate to issue such permits.)

The regulations spell out the information to be provided on an application for such a permit, and require the opportunity for a public hearing on each permit application.

In addition to helping assure the success of the State-adopted programs for traffic flow improvement and increased transit patronage, management of the parking supply should also encourage car pooling. Increased transit use and improved traffic flow might have a tendency to attract even more vehicles into air pollution problem areas without controls like parking management.

COMPILATION OF STATE/FEDERAL TRANSPORTATION CONTROL
STRATEGY EFFECTS ON
MAY 31, 1975

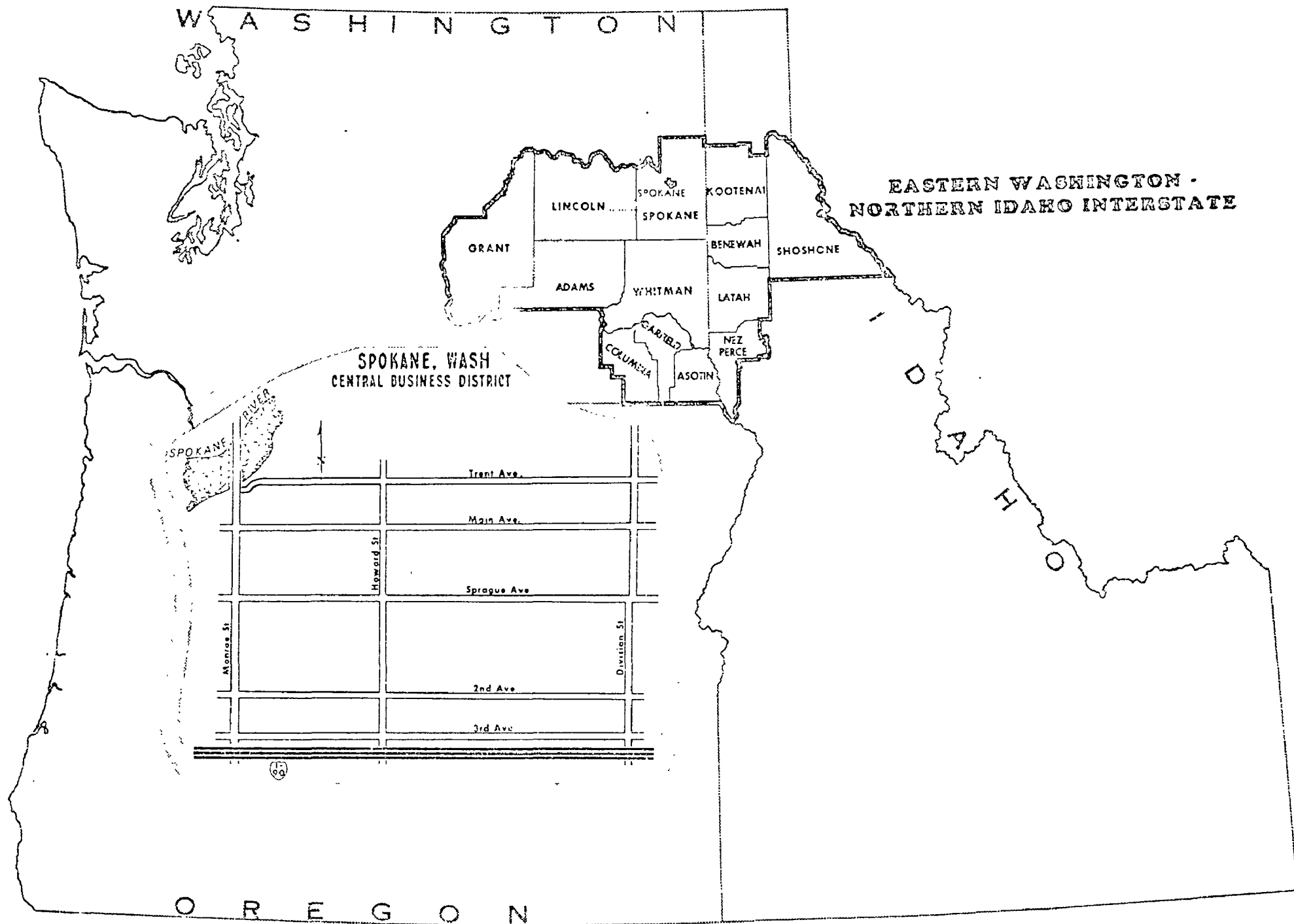
Spokane Central Business District

Transportation Control Measures	Carbon Monoxide Reductions	
	Alternative 1	Alternative 2
	Percent	Percent
Traffic-signal optimization ¹ •completed by Dec. 31, 1974	2.9	2.9
Exclusion of heavy-duty vehicles ¹ •legal authority and regulations adopted by December 30, 1973 •instituted by January 1, 1975	8.1	8.1
Accelerated transit plan ¹ •satellite lots to be completed by 1975	1.0	1.0
Second-level sidewalks ¹ •5 skyways completed by May 1974	0.3	0.3
Inspection and maintenance of light-duty vehicles (idle test and no retrofit) ² •plan submitted by Oct. 1, 1973 •authority and legally adopted regula- tions by March 1, 1974 •first inspection cycle Jan. 1, 1975 to May 31, 1975 •all cars inspected by May 31, 1975	10.0	---
Selective vehicle use exclusion ² •plan submitted by Oct. 1, 1973 •legally adopted regulations by March 1, 1974 •number of categories to be excluded daily by November 1974 •schedule of certificate exclusions by Jan. 1, 1975 •deadline for enforcing exclusion: May 31, 1975	13.9	23.9
Parking management ² •review procedure instituted on August 15, 1973	---	---
TOTAL	36.2	36.2

1 State-adopted transportation control measure.

2 EPA-proposed transportation control measure.

July 16, 1973



Frequently Asked Questions

Q 1: Do we really have an air pollution problem?

A: Yes, national ambient air quality standards, established by the Administrator of EPA at levels to protect public health, are frequently violated. Forecasts by EPA and by the State indicate that, unless transportation control strategies are implemented, the standards will still be violated in 1975, the attainment deadline established by the 1970 amendments to the Clean Air Act.

Q 2: What methods are available for controlling air pollution from motor vehicles?

A: Two general categories of measures are available that will, if implemented, improve air quality: (1) measures for reducing air pollutant emissions from individual vehicles (e.g., inspection/maintenance programs) and (2) measures for reducing automobile travel within the metropolitan area (e.g., selective exclusion measures).

Q 3: Why isn't the Federal Motor Vehicle Emission Control Program going to do the job?

A: Ultimately, the emission reductions resulting from implementation of the EPA emission standards applicable to new vehicles will be sufficient to enable meeting national ambient air quality standards without additional measures. Because the emission standards apply only to new vehicles, the effect of the Federal program is gradual as older cars without emission control systems are phased out and more of the total vehicle population is equipped with control systems. Transportation control measures are needed to assure attainment of the standards by 1975.

Q 4: Why do the automobile manufacturers get a one-year delay and not the States?

A: The 1970 amendments to the Clean Air Act provided for a one-year extension to auto manufacturers if the technology to meet the vehicle emission standards is not available. An extension of up to two years for meeting national ambient air quality standards is available to States if measures for meeting the standards are not available. However, as the State and EPA proposals indicate, there are measures available which should enable standards to be met by 1975.

Q 5: Who is responsible for carrying out the plan?

A: In most instances, the responsibility for carrying out a transportation control measure belongs to the State or a local agency authorized by the State.

Q 6: What if the State does not carry out the transportation measures required to meet national ambient air quality?

A: Section 113 of the 1970 amendments to the Clean Air Act does provide for court action and other penalties to help enforce transportation control measures adopted by the State or promulgated by EPA. However, based on past experience, EPA expects that transportation control plans will be implemented by the States without EPA having to take any enforcement actions.

Q 7: What does this mean to me?

A: Attainment of national ambient air quality standards means pollutant concentrations at levels that will protect public health. Some transportation control measures may initially result in some inconvenience and increased vehicle maintenance costs to motorists. The extent of the adverse effects is largely a function of the extent to which alternative means of transportation are made available.

PARKING MANAGEMENT MEASURE

Q 1: Who will review applications?

A: Either the EPA or a State or local agency with adequate expertise and legal authority will review applications.

Q 2: How big must a parking lot be to be reviewed?

A: Although the proposed regulation includes no size limitation on the parking facilities that will require a permit, EPA expects to set such a limit in the finally promulgated regulation. Information presented at the public hearing will be used in determining the limit.

Q 3: If I demolish a parking facility, can I build another of comparable size?

A: The criteria which the EPA will use in reviewing applications is whether or not the proposed action will result in an increase of vehicle miles traveled. Thus, it may be possible to demolish old spaces and construct new spaces if the net result is not an increase in vehicle miles traveled. However, local or State agencies may impose other criteria after adopting legally enforceable regulations.

Q 4: Where will this review apply?

A: Within the State of Washington, the EPA proposal applies to the four counties in the Puget Sound Intrastate Air Quality Control Region (King, Kitsap, Pierce, and Snohomish) and in the counties of Spokane, Lincoln, Adams and Whitman.

Q 5: Does the use of parking spaces make any difference in the review procedure (e.g., shopper, resident, commuter, fleet or delivery parking spaces)?

A: The EPA proposal applies to any facility which is used for temporary storage of motor vehicles. Thus, a parking space used for any of these functions would be subject to the same review procedure.

INSPECTION/MAINTENANCE PROGRAM

Q 1: What is retrofit?

A: "Retrofit" refers to the non-factory installation of pollution control equipment on a motor vehicle. Thus, a non-retrofit inspection/maintenance program will not require installation of additional devices on any automobile. Existing devices may however, have to be replaced or repaired.

Q 2: Who will administer the program?

A: The State is primarily responsible for instituting, managing and enforcing the inspection/maintenance program.

Q 3: What will it mean if my car fails to pass the inspection?

A: An automobile which fails the inspection procedure will require corrective maintenance. This maintenance may include carburetor adjustments and perhaps a general tune-up. In many cases, this corrective maintenance will improve automobile performance. Automobiles must be re-inspected following maintenance.

Q 4: How much will this maintenance cost?

A: The EPA estimates that the proposed program (without retrofit) will cost an average of \$15 per vehicle inspected. For cars which fail the inspection program, corrective maintenance may cost \$40. The financing of the program will be decided by the State.

Q 5: Will there be a safety inspection at the same time?

A: The State may decide to institute a safety inspection at the same time as the EPA proposed emission inspection. However, a safety inspection is not part of the EPA proposal.

SELECTIVE EXCLUSION

Q 1: How will this work?

A: One possible method relies upon the issuance and display of access certificates. These certificates may be in the form of license plates or tabs with a separate color for each category or group of vehicles. The State will determine the number of categories which should be excluded each weekday and establish a schedule prohibiting specific categories each working day. Special categories of access certificates may be issued to emergency and other essential vehicles.

Q 2: How will this be enforced?

A: Again, the State is responsible for enforcing the exclusion. This might be accomplished by establishing spot-check locations at major intersections and issuing citations to prohibited vehicles.

Q 3: What if I own two cars?

A: The EPA proposal specifies that multiple-vehicle owners or households may be issued only one category of access certificate.

Q 4: Why doesn't this apply to other areas (e.g., the University District, Southcenter or Northtown?

A: The worst carbon monoxide concentrations in Seattle and Spokane now occur in the Central Business Districts of these cities. If it is determined that national ambient air quality standards will not be attained by 1975 at other locations, the selective exclusion program will be extended to these areas.

Q 5: What is the difference between selective and intermittent exclusion?

A: An intermittent exclusion program, such as that proposed by the State of Washington relies upon forecasts of meteorological conditions. When adverse meteorological conditions that might cause air quality standards to be exceeded are expected, the exclusion is instituted. Because EPA questions whether forecasts are sufficiently accurate and intermittent exclusion enforcement procedures are adequate to insure that standards will be attained, a selective exclusion program that will be in effect on all workdays has been proposed.

Environmental
Protection
Agency
for
Proposed
Rulemaking
for
Certain
States

MONDAY, JULY 16, 1973

WASHINGTON, D.C.

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PART II



ENVIRONMENTAL PROTECTION AGENCY

■

AIR QUALITY IMPLEMENTATION PLANS

Proposed Rulemaking
for Certain States

the approved portions of the Washington transportation control plan to attain national standards in the two regions by May 31, 1975.

If, prior to Federal promulgation, the State of Washington submits transportation control plan revisions which will assure attainment of national standards by May 31, 1975, and which the Administrator determines are acceptable, these proposed Federal regulations will be withdrawn. If revisions to the State plan are submitted and determined to be approvable after promulgation of Federal regulations, then those regulations will be rescinded. It is the desire of the Environmental Protection Agency that the plan to attain and maintain national standards in both Regions be a State plan carried out by the State or by authorized local governments. To the greatest extent feasible, the Federal regulations proposed are designed to implement transportation control measures that are acceptable to the State and/or that received public support at the State hearings held on April 11 and 12, 1973, or that were contained in the comments submitted to EPA following EPA receipt of the State transportation control plan.

POLLUTION IN THE PUGET SOUND INTRASTATE REGION

The Puget Sound Intrastate Region encompasses the four counties of King, Pierce, Snohomish, and Kitsap. In this Region, an urbanized corridor containing over a million people and including the cities of Everett, Seattle, and Tacoma stretches the length of a north-south basin lying between the Olympic Mountains to the west and the Cascade mountains to the east. The highest valid carbon monoxide concentration measurements taken in the Puget Sound Region were recorded in the Seattle central business district during 1972. The transportation control strategy submitted by Washington, therefore, deals principally with the Seattle portion of the Region. In 1972 the 8-hour national ambient air quality standard for carbon monoxide of 9 parts per million (10 milligrams per cubic meter), not to be exceeded more than once per year, was exceeded on 107 days. The maximum 8-hour concentration recorded in Seattle in 1972 was 22 parts per million. The highest 1-hour concentration of carbon monoxide was 38 parts per million, compared to a 1-hour national ambient air quality standard of 35 parts per million. The State forecasts that by 1975 the emission reductions resulting from implementation of Federal emission standards for new cars will be sufficient to prevent the 1-hour carbon monoxide standard from being exceeded and will reduce to approximately 37 the number of days the 8-hour standard will be exceeded. In December 1972, EPA began monitoring carbon monoxide concentrations at two locations in the Seattle central business district to acquire data for use in validating a carbon monoxide dispersion model. Based on the measurements recorded thus far, concentrations higher than those recorded by the State de-

[40 CFR Part 52]

WASHINGTON

Approval and Promulgation of Implementation Plans

Background. The transportation control plan submitted to EPA on April 16, 1973, by the State of Washington for attainment of the primary national ambient air quality standards for carbon monoxide and photochemical oxidants (hydrocarbons) in the Puget Sound Intrastate Air Quality Control Region and for carbon monoxide in the Washington portion of the Eastern Washington-Northern Idaho Interstate Region was approved with certain exceptions on June 15, 1973 (38 FR 16550). This Notice of Proposed Rule Making sets forth regulations that in the Administrator's judgment can be implemented in addition to

occur. The ambient carbon monoxide data collected by EPA are now being evaluated; the results will be forwarded to the State upon completion of the evaluation.

The 1-hour national ambient air quality standard for photochemical oxidants of 0.08 part per million (160 micrograms per cubic meter), not to be exceeded more than once per year, was exceeded seven times during 2 days in 1972. The maximum 1-hour oxidant concentration measured was 0.14 part per million. The State indicates, but has not adequately demonstrated, that by 1975 no reductions in hydrocarbon emissions beyond those resulting from implementation of the Federal emission standards for new motor vehicles will be necessary to meet national ambient air quality standards for photochemical oxidants.

POLLUTION IN THE EASTERN WASHINGTON-NORTHERN IDAHO INTERSTATE REGION

The Washington portion of the Eastern Washington-Northern Idaho Interstate Region encompasses the counties of Spokane, Lincoln, Grant, Adams, Whitman, Columbia, Garfield, and Asotin. The City of Spokane is the major urbanized area in the Region and the only location where a carbon monoxide problem has been identified. In terms of meteorological factors influencing air pollution levels, the Spokane area is protected from Pacific storms by the Cascade Mountains to the west and from Canadian storms by the Rocky Mountains to the east. The topographical features and dry climate of the area favor the formation of stable, stagnant air masses and the accumulation of air pollutants.

The highest 8-hour carbon monoxide concentration measured in Spokane was 22 parts per million, recorded during 1972. That year the 8-hour national ambient air quality standard for carbon monoxide was exceeded on 59 days. The highest 1-hour carbon monoxide concentration recorded was 40 parts per million. Based on information submitted by the State, the reduction in carbon monoxide emissions resulting from implementation of Federal emission standards for new cars will be sufficient to prevent the 1-hour carbon monoxide standard from being exceeded and will reduce to approximately 25 the number of days the 8-hour standard is exceeded.

SUMMARY OF STATE PLANS

The measures adopted by the State for implementation in the Seattle portion of the Puget Sound Intrastate Region and in the Spokane portion of the Eastern Washington-Northern Idaho Interstate Region and submitted to EPA on April 16 include (1) annual inspection to determine emissions from and maintenance required for gasoline-powered light-duty vehicles; (2) exclusion of gasoline-powered heavy-duty vehicles from the central business districts through regulation of the hours for loading and unloading; (3) traffic-signal optimization programs to improve vehicle flow; and (4) intermittent exclusion of gasoline-powered light- and heavy-duty vehicles from the central business districts as an

alternative measure if the State is unsuccessful in obtaining the legal authority and funding to implement its inspection/maintenance program. Two additional measures, an "accelerated" transit plan that will include satellite parking facilities, and second-level sidewalks that will improve vehicle flow through reduction of pedestrian-vehicle conflicts, are included in the strategy for the Spokane portion of the Eastern Washington-Northern Idaho Region.

STATE EMISSION DENSITY CALCULATIONS

In developing the transportation control strategies it submitted, the State used a proportional mathematical model to establish the maximum emission densities allowable if the 8-hour national ambient air quality standard for carbon monoxide is to be attained and maintained in the Puget Sound Intrastate and the Eastern Washington-Northern Idaho Interstate Regions. The reductions in motor vehicle carbon monoxide emissions necessary to attain the ambient carbon monoxide standard by 1975 were determined by forecasting the emission densities for that year and subtracting the allowable emission densities established by means of the proportional model. Estimates of 1975 emissions were calculated on a square mile basis for areas with high traffic densities in both Regions. Based on these calculations the State determined that the only locations where the 8-hour ambient carbon monoxide standard will be exceeded are the central business districts of Seattle and Spokane. An estimated 41 percent reduction in motor vehicle carbon monoxide emissions, in addition to the reductions achieved by implementation of the Federal emission standards for new motor vehicles, is required to attain the 8-hour national ambient air quality standard in Seattle by 1975. A 36 percent reduction in carbon monoxide emissions is required in Spokane to attain the standard.

TABULAR SUMMARY—CONTROL STRATEGY EFFECTS

The following tables summarize the effect of each of the control measures included in the strategies adopted by the State of Washington on the overall emission reductions necessary in the Puget Sound Intrastate and Eastern Washington-Northern Idaho Interstate Regions. The State estimates that the 8-hour standard for carbon monoxide can be met in the central business district of Seattle by reducing the emission density per 8-hour period to 5786 kilograms per square mile. The emission density forecast for 1975 is 9823 kilograms per square mile. The 1975 estimate takes into account the reduction in emissions from the Federal standards for new motor vehicles and assumes implementation of the transit plan adopted by the Municipality of Metropolitan Seattle.

The emission density that the State estimates will enable the attainment of the 8-hour carbon monoxide standard in Spokane is 3729 kilograms per square mile. The estimated 1975 emission density, again taking into account the reduction in emissions resulting from the Fed-

eral standards for new motor vehicles, is 5845 kilograms per square mile.

The emission reductions needed in the Seattle and Spokane central business districts can be achieved by combining either the inspection and maintenance of light-duty vehicles (alternative 1), or the intermittent exclusion of light- and heavy-duty vehicles (alternative 2) with the other emission reduction measures included in the strategy for each area. The State indicates that the intermittent exclusion procedures can be varied so that this measure alone will achieve the emission reductions required to meet the national standards for carbon monoxide.

COMPILATION OF CONTROL STRATEGY EFFECTS OF STATE PLANS ON MAY 31, 1975

SEATTLE CENTRAL BUSINESS DISTRICT				
Transportation control measure	Carbon monoxide reductions			
	Alternative 1		Alternative 2	
	kg/mi ² -8 hr	%	kg/mi ² -8 hr	%
Traffic-signal optimization.....	-518	5.3	-518	5.3
Exclusion of heavy-duty vehicles.....	-1331	13.5	-1331	13.5
Inspection and maintenance of light-duty vehicles.....	-2338	23.8	.....	.....
Intermittent exclusion of light- and heavy-duty vehicles.....	.....	.....	-2893	29.6
Total.....	-4187	42.6	-5742	58.4
Motor vehicle emissions forecast in 1975.....	9823	.....	9823	.....
Motor vehicle emissions remaining.....	5636	.....	4081	.....
Maximum emissions allowable to attain standard.....	5786	.....	5786	.....

COMPILATION OF CONTROL STRATEGY EFFECTS OF STATE PLANS ON MAY 31, 1975

SPOKANE CENTRAL BUSINESS DISTRICT				
Transportation control measure	Carbon monoxide reductions			
	Alternative 1		Alternative 2	
	kg/mi ² -8 hr	%	kg/mi ² -8 hr	%
Traffic-signal optimization.....	-170	2.9	-170	2.9
Exclusion of heavy-duty vehicles.....	-476	8.1	-476	8.1
Inspection and maintenance of light-duty vehicles.....	-1417	24.2	.....	.....
Intermittent exclusion of light- and heavy-duty vehicles.....	.....	.....	-2034	34.8
Accelerated transit plan.....	-58	1.0	-58	1.0
Second-level sidewalks.....	-18	0.3	-18	0.3
Total.....	-2139	36.5	2766	58.4
Motor vehicle emissions forecast in 1975.....	5845	.....	5845	.....
Motor vehicle emissions remaining.....	3706	.....	3089	.....
Maximum emissions allowable to attain standard.....	3729	.....	3729	.....

CONTROL MEASURES REQUIRED IN TACOMA

In preparing the transportation control strategy for the Puget Sound Inland Region, the State did not evaluate, subsequent to the rescinding of the 2-year extension by EPA, the need for additional measures to meet standards for carbon monoxide in Tacoma by 1975. The implementation plan submitted by the State in January 1972 indicated that in the central business district of Tacoma an additional 24 percent reduction in carbon monoxide emissions, beyond the reductions achieved by implementation of the Federal emission standards for new motor vehicles, is needed to attain the national ambient air quality standards for carbon monoxide by 1975. The measured concentrations upon which the need for the additional 24 percent reduction is based may be influenced by stationary sources of carbon monoxide and may not be entirely the result of motor vehicle emissions. EPA has requested the State to better define the nature of the carbon monoxide problem in Tacoma, to submit an assessment of the problem to EPA, and to submit a timetable for developing additional motor vehicle emission reduction measures if they are required.

DEFICIENCIES IN STATE PLANS

Although the types of transportation control measures adopted by the State of Washington to attain national standards are generally acceptable to the Administrator, the manner of implementation proposed for some of the measures appears questionable. Consequently, the implementation and enforcement procedures for the intermittent exclusion of light- and heavy-duty vehicles must be explicit in any resubmission to obviate promulgation of EPA proposals. Proposed surveillance procedures to determine and monitor the effectiveness of all the adopted measures must be provided by the State.

The percentage reductions in carbon monoxide emissions claimed for the traffic-signal optimization programs appear optimistic and attainable only if the forecasted improvements in traffic flow can be achieved and maintained. There is no demonstration by the State that the traffic-signal optimization programs will not eventually result in increased traffic volumes sufficient to increase carbon monoxide emissions. The Seattle Engineering Department indicates that such programs are experimental and that the reductions in vehicle stops and starts gained through implementation of the programs may be short-lived. The State did not propose any surveillance procedures to monitor the efficacy of the traffic-signal optimization programs in improving traffic flow and reducing motor vehicle carbon monoxide emissions.

The hours proposed (10 a.m. to 6 p.m.) for excluding heavy-duty vehicles from the central business districts of Seattle and Spokane do not include the period of morning peak traffic. Emissions from heavy-duty vehicles could account for a significant portion of the pollutants

emitted during the period of morning peak traffic (particularly if increased heavy-duty vehicle traffic occurs during the morning peak). Loading and unloading vehicles during the period of morning peak traffic could also hinder traffic flow and increase emissions from through traffic. The regulations and administrative policies implementing this strategy must be submitted by the State to EPA no later than December 30, 1973.

There are many uncertainties associated with the intermittent exclusion of gasoline-powered motor vehicles from the central business district. As with all intermittent control systems, the exclusion measure will, if implemented, provide significant improvement in air quality, but will not provide positive assurance that the national ambient air quality standards for carbon monoxide will be attained and maintained. A prediction accuracy of 80 to 90 percent in forecasting days when ambient standards may be exceeded could still result in four to seven violations of the 8-hour standard for carbon monoxide in Seattle and four to five violations of the standard in Spokane. The ability of the State to develop a model for predicting the days when a potential for exceeding ambient standards exists is obviously the element critical to the successful implementation of the intermittent exclusion measure.

The type of inspection system the State intends to implement is not indicated in sufficient detail, nor is the geographical area identified to which the requirement for inspection will apply. A schedule detailing specific milestones, such as securing necessary funding, acquiring land and equipment, and constructing facilities, is not included in the State's submittal. It appears unlikely that the inspection system can be implemented by the State by May 31, 1975.

PROPOSED FEDERAL REGULATIONS

Because of the lack of specificity of the administrative and enforcement procedures for implementing the State program for emission inspection and maintenance of light-duty vehicles, the uncertainty concerning the emission reductions that will result from traffic flow improvements and the potential difficulties in developing a forecast capability sufficiently accurate to make intermittent exclusion of vehicles a viable control measure, Federal regulations are proposed to implement the following transportation control measures:

1. An inspection and maintenance program, using an idle emission test, for light-duty vehicles. No retrofitting is proposed as part of this measure.
2. A parking management program that will (a) immediately stabilize the amount of parking available in the portions of the Regions where there is not sufficient assurance that national standards will be attained by May 31, 1975; (b) prevent increases in parking elsewhere within the Region where such a parking increase might result in an increase in motor vehicle emission sufficient to cause national standards to be exceeded.

3. Selective exclusion of vehicles from portions of the Puget Sound Inland Region and the Eastern Washington-Northern Idaho Interstate Regions where there is not sufficient assurance that national standards will be attained by May 31, 1975, through implementation of the measures contained in the State transportation control plan.

These Federally proposed measures are intended to strengthen and supplement, not wholly replace, State-adopted transportation control measures.

A more stringent selective vehicle-use exclusion program could be implemented that would, by itself, achieve the needed reductions in motor vehicle emissions. The more stringent program would necessitate those entering the central business districts of Seattle and Spokane to find alternative means of transportation, other than their own automobiles, approximately once every week rather than once every two weeks as would be necessary under the currently proposed program.

Other measures are available to EPA and to the State that will, if implemented, assist in achieving a reduction in motor vehicle emissions equivalent to that resulting from the three proposed measures. In the State of California, for example, EPA is proposing regulations that will require the establishment of a system of traffic lanes for the exclusive use of buses and car pools. The proposed regulations require that, for streets having four or more traffic lanes in one direction, at least one lane must be designated for use only by buses or by buses and car pools with an additional lane during rush hours. In the case of a street or highway with only three lanes in one direction, at least one of the lanes must be open only to buses or buses and car pools from 6:30 to 9:30 a.m. and from 3:30 to 6:30 p.m.

If Federal promulgation of any of the regulations is necessary, the selection of the measures to be implemented will be based to the greatest extent possible on testimony presented at the public hearing held prior to Federal promulgation. The first two Federally proposed measures, the inspection and maintenance program and the parking management program, did receive support in testimony presented at the public hearings held by the State. Although the third measure, a selective vehicle use exclusion program, was not discussed at the public hearings, it is a measure that should strengthen other State-adopted measures, such as traffic flow improvement and transit patronage increases, that did receive public support.

The inspection and maintenance program proposed by the State was disapproved because administrative and enforcement procedures were not specified in the plan, nor was a schedule of dates submitted by which significant steps in the inspection program will be implemented. The Administrator is continuing to assess the earliest practicable date on which the inspection and maintenance program can be fully implemented. He may revise this date based on results of

this assessment. Under the Federally proposed inspection program, emission limits for light-duty vehicles with no emission control systems will not be set at a level which would necessitate retrofitting.

Because the State may not be able to develop the forecasting capability necessary to successfully implement the intermittent exclusion measure, and because of the uncertainty of the emission reductions resulting from the State-adopted programs for traffic-signal optimization, exclusion of heavy-duty vehicles, improvement of public transit, and construction of second-level sidewalks, Federal regulations are also proposed for the establishment and implementation of a parking management program and a selective vehicle-use exclusion program.

The proposed parking management programs are intended to stabilize immediately the supply of parking in areas where transportation control measures are necessary for attainment of national standards. In addition to helping assure the success of the State-adopted programs for traffic flow improvement and increased transit patronage, management of the parking supply should also encourage car pooling.

The selective vehicle-use exclusion program will provide for metering the amount of traffic entering those areas of Seattle and Spokane where air quality standards are presently not being met. To implement the program, portions of the Puget Sound and Eastern Washington-Northern Idaho Regions where national standards are presently being exceeded will be designated as "vehicle-limited zones." The areas now proposed for such designation are the central business districts of Seattle and Spokane. The exact boundaries of these areas are identified in the proposed regulations.

Traffic entering the vehicle-limited zones will be metered to limit the vehicle miles of travel within the zone so that the resultant motor vehicle emissions will not cause national standards to be exceeded. To meter the amount of traffic entering a zone, the State will be required to issue an "access certificate" to each vehicle registered within certain counties of the affected Regions. The certificate will be affixed in a prominent place on the vehicle. On specified days of the week, vehicles displaying designated certificates will be prohibited from operating or parking in vehicle-limited zones between 7 a.m. and 5 p.m. The number of categories of access certificates to be prohibited each weekday will be determined by the State no later than the time of submittal to EPA of the November 1974 semiannual report of progress on implementation of the State plan for achieving national standards. This determination will be based upon the effectiveness of other State and/or Federal motor vehicle emission reduction programs.

Two alternative transportation control strategies that could be implemented in Seattle and Spokane, should the State be unable to implement an intermittent exclusion program, are presented in the following tables.

COMPILATION OF STATE/FEDERAL TRANSPORTATION CONTROL STRATEGY EFFECTS ON MAY 31, 1976

SEATTLE CENTRAL BUSINESS DISTRICT

Transportation control measures	Carbon monoxide reductions			
	EPA Proposal		EPA Alternative	
	kg/ml ¹ -8 hr	%	kg/ml ¹ -8 hr	%
Traffic-signal optimization ¹	-518	5.3	-518	5.3
Exclusion of heavy-duty vehicles ¹	-1331	13.6	-1331	13.6
Inspection and maintenance of light-duty vehicles (no retrofit) ¹	-982	10.0	.....	.....
Selective vehicle-use exclusion ²	-1206	12.2	-2188	22.2
Parking management ².....	.....	.....	.....	.....
Total.....	-4037	41.1	-4037	41.1
Motor vehicle emissions forecast in 1976.....	9623	.....	9623	.....
Motor vehicle emissions remaining.....	5786	.....	5786	.....
Maximum emissions allowable to attain standard.....	5786	.....	5786	.....

¹ State-adopted transportation control measure.

² EPA-proposed transportation control measure.

COMPILATION OF STATE/FEDERAL TRANSPORTATION CONTROL STRATEGY EFFECTS ON MAY 31, 1976

SPOKANE CENTRAL BUSINESS DISTRICT

Transportation control measures	Carbon monoxide reductions			
	EPA Proposal		EPA Alternative	
	kg/ml ¹ 8 hr	%	kg/ml ¹ 8 hr	%
Traffic-signal optimization ¹	-170	2.9	-170	2.9
Exclusion of heavy-duty vehicles ¹	-476	8.1	-476	8.1
Accelerated transit plan ¹	-58	1.0	-58	1.0
Second-level sidewalks ¹	-18	0.3	-18	0.3
Inspection and maintenance of light-duty vehicles (no retrofit) ¹	-585	10.0	.....	.....
Selective vehicle-use exclusion ²	-809	13.9	-1894	23.9
Parking management ².....	.....	.....	.....	.....
Total.....	2116	35.2	2116	35.2
Motor vehicle emissions forecast in 1976.....	5845	.....	5845	.....
Motor vehicle emissions remaining.....	3729	.....	3729	.....
Maximum emissions allowable to attain standard.....	3729	.....	3729	.....

¹ State-adopted transportation control measure.

² EPA-proposed transportation control measure.

The alternative strategies shown assume that the State's estimates of the emission reductions resulting from the traffic-signal optimization and heavy-duty vehicle exclusion programs are achievable. Alternative 1, the current Federal proposal, indicates the additional carbon monoxide emission reductions that will be achieved through the implementation of the selective vehicle-use exclusion and parking management programs together with State-adopted measures. No reduction in motor vehicle emissions is attributed to the parking management program. The parking management program is proposed to assure the efficacy of other control measures and to assist in the maintenance of national standards. Alternative 2 indicates the emission reductions that will result if only the selective vehicle-use program is used to supplement the State-adopted measures.

SOCIAL AND ECONOMIC IMPACTS OF PROPOSED FEDERAL TRANSPORTATION CONTROL MEASURES

A quantitative assessment of the economic and social impacts of the proposed Federal transportation control measures on the two Regions in the State of Washington has not been possible due to the short time available for development of the measures and the innate complexities of the issues involved. However, an attempt has been made to identify some of the more important impacts that will result if the proposed Federal measures are promulgated and implemented.

First, if the proposed inspection/maintenance program is implemented, vehicle owners will probably have to assume directly some of the costs of vehicle inspection and all of the costs of any vehicle maintenance required to meet the inspection emission standards. If a failure rate of 50 percent is set for the inspection/maintenance program, the annual cost for each vehicle inspected is estimated to average \$15.

Second, reductions in the accessibility of the Seattle and Spokane central business districts could result if automobile use is restricted through either selective vehicle exclusion or parking management and no adequate alternative mode of transportation is provided. If the central business districts become less convenient to workers and shoppers, the economies of these districts may be adversely affected. Property values could fall and private profits and government revenues could decline. The extent of adverse economic effects and the degree to which these effects can be ameliorated through providing alternatives to travel by automobile are difficult to estimate. However, economic losses in the central business districts may be offset by gains elsewhere within the Regions.

EPA EFFORTS-TO MITIGATE THE EFFECTS OF PROPOSED REGULATIONS

The proposed Federal regulations, together with the State-adopted measures, will eliminate the danger to human health and welfare that exists in the Puget Sound Intrastate Region and the Washington portion of the Eastern Washington-Northern Idaho Interstate Region as a result of air pollution from motor vehicles. The regulations may, however, have adverse economic and social impacts. The Administrator will make every effort to mitigate the adverse effects of his final promulgation. He will be in contact with the Department of Transportation and other departments as necessary. The Administrator will request that these departments give special attention to the need for funding of programs necessary to offset any adverse effects resulting from the implementation of transportation control measures.

PUBLIC COMMENTS SOLICITED

The Administrator intends that any Federal regulations which must be promulgated be as responsive as possible to the needs of the Puget Sound Intrastate and Eastern Washington-Northern Idaho Interstate Regions; he therefore desires to obtain the comments and sug-

gestions of the public on the proposed regulations and on any other measures that may be taken by Federal, State, or local governments to strengthen, supplement, or replace the proposed measures.

Public hearings will be held on this and any alternative proposals in Seattle at the Orcas Room, Coliseum Northwest, Seattle Center, at 7:30 p.m., on July 31, 1973, and in Spokane at the Renaissance Room, Gonzaga University, at 7:30 p.m. on July 30, 1973.

In any promulgation of regulations necessary, the Administrator will consider all comments and testimony he receives, as well as any additional strategies submitted by the State.

SUBMITTAL OF WRITTEN COMMENTS

Interested persons may participate in this rule making by submitting written comments, preferably in triplicate, to the Administrator, EPA, Region X, 1200 Sixth Avenue, Seattle, Washington 98101, Attention: A. J. Frankel. All relevant comments received within 30 days of this date will be considered. Receipt of comments will be acknowledged, but substantive responses to individual comments will not be provided. Comments received will be available for public inspection during normal business hours at the EPA Region X library. The changes proposed by this notice, with appropriate modifications, will be effective as noted. This notice of proposed rule making is issued under the authority of sections 110(c) and 301(a) of the Clean Air Act.

(42 U.S.C. 1857c et seq.)

Dated July 6, 1973.

ROBERT W. FRI,
Acting Administrator.

It is proposed to amend Part 52 of Chapter I, Title 40, of the Code of Federal Regulations as follows:

Subpart WW—Washington

1. Subpart WW is amended by adding §§ 52.2485, 52.2486, and 52.2487 as follows:

§ 52.2485 Inspection and maintenance program.

(a) Definitions.

(1) "Inspection and maintenance program" means a program for reducing emissions from in-use gasoline-powered vehicles through identifying vehicles which need emission-control-related maintenance and requiring that maintenance be performed.

(2) All other terms used in this section which are defined in Part 51, Appendix N, of this chapter are used herein with the meanings so defined.

(b) This regulation is applicable in all the counties which constitute the Puget Sound Intrastate Air Quality Control Region and in the counties of Spokane, Lincoln, Adams, and Whitman in the Eastern Washington-Northern Idaho Interstate Air Quality Control Region (hereafter referred to as the Regions).

(c) The State of Washington shall establish an inspection and maintenance program applicable to all light-duty

gasoline-powered vehicles which operate on public streets or highways within the applicable counties. No later than March 1, 1974, the State shall obtain necessary authority and shall adopt regulations to establish such a program. The regulations shall include:

(1) Provisions for inspection of all gasoline-powered light-duty motor vehicles at periodic intervals no more than 1 year apart by means of an idle-mode emission test.

(2) Provisions for inspection failure criteria consistent with the emission reductions claimed in the plan for the strategy. These criteria shall include failure of 50 percent of the vehicles in the first inspection cycle.

(3) Provisions to ensure that failed vehicles receive the maintenance necessary to achieve compliance with the inspection standards. These shall include sanctions against individual owners and repair facilities; retest of failed vehicles following maintenance; use of a certification program to ensure that repair facilities performing the required maintenance have the necessary equipment, parts, and knowledge to perform the tasks satisfactorily; and use of such other measures as may be necessary or appropriate.

(4) A program of enforcement to ensure that vehicles are not intentionally readjusted or modified subsequent to the inspection and/or maintenance in such a way as would cause them to no longer comply with the inspection standards. This enforcement program might include spot checks of idle adjustments and/or a suitable type of physical tagging.

(5) Provisions for beginning the first inspection cycle by January 1, 1975, and completing it by May 31, 1975.

(6) Designation of an agency or agencies responsible for conducting, overseeing, and enforcing the inspection and maintenance program.

(d) After May 31, 1975, the State shall not register or allow to operate on public streets or highways any light-duty gasoline-powered vehicle which does not comply with the applicable standards and procedures adopted pursuant to paragraph (c) of this section. This shall not apply to the initial registration of a new motor vehicle.

(e) After May 31, 1975, no owner of a light-duty gasoline-powered vehicle shall operate or allow the operation of such vehicle which does not comply with the applicable standards and procedures adopted pursuant to paragraph (c) of this section.

(f) The State of Washington shall submit, no later than October 1, 1973, a detailed compliance schedule showing the steps it will take to establish and enforce an inspection and maintenance program pursuant to paragraph (c) of this section, including:

(1) The text of needed statutory proposals and of regulations which it will propose for adoption.

(2) The date by which the State will recommend needed legislation to the State legislature.

(3) The date by which necessary equipment will be ordered.

(4) A signed statement from the Governor or his designee identifying the sources and amounts of funds for the program. If funds cannot legally be obligated under existing statutory authority, the text of needed legislation shall be submitted.

(g) Failure to comply with any provisions of this paragraph shall render such person or governmental entity failing to comply in violation of a requirement of an applicable implementation plan and subject to enforcement action under section 113 of the Clean Air Act.

§ 52.2486 Management of parking supply.

(a) Definitions

(1) "Construction" means fabrication, erection, or installation of a parking facility, or any conversion of land to use as a facility.

(2) "Modification" means any change to a parking facility which increases the vehicle capacity of such facility.

(3) "Enlargement" means any physical change or addition to a parking facility which increases the vehicle capacity of such facility.

(4) "Commenced" means the owner or operator has undertaken a continuous program of construction, modification, or enlargement.

(5) "Parking facility" (also called "facility") means any facility, building, structure, or lot, or portion thereof, used primarily for temporary storage of motor vehicles.

(b) This regulation is applicable in all counties included in the Puget Sound Intrastate Air Quality Control Region and in the counties of Spokane, Lincoln, Adams, and Whitman in the Washington-Northern Idaho Interstate Air Quality Control Region (hereafter referred to as the Regions).

(c) No person, after the date of this regulation, shall commence construction of any new parking facility or modification or enlargement of any existing parking facility until he has first received from the Administrator or from an agency approved by the Administrator a permit stating that construction, modification or enlargement of such facility will not interfere with attainment or maintenance of applicable Federal air quality standards.

(d) In order for any agency to be approved by the Administrator for purposes of issuing permits for construction of any new parking facility or any modification or enlargement of any existing parking facility, such agency shall demonstrate to the satisfaction of the Administrator that:

(1) Requirements for permit applications and issuance have been established. Such requirements shall include but not be limited to a requirement that before a permit may be issued the following findings of fact or factually supported projections must be made:

(i) The location of the facility.

(ii) The total motor vehicle capacity before and after the construction, modification, or enlargement of the facility.

(iii) The normal hours of operation of the facility and the enterprises and activities which it serves.

(iv) The number of people using or engaging in any enterprises or activities which the facility will serve.

(v) The number of motor vehicles using the proposed facility on an average hourly basis and a peak hour basis.

(vi) A projection of the geographic areas in the community from which people and motor vehicles will be drawn to the facility. Such projections shall include data concerning the availability of public transit from such areas.

(2) Criteria for issuance of permits have been established and published. Such criteria shall include but not be limited to:

(i) Full consideration of all facts contained in the application.

(ii) Provisions that no permit shall be issued if such permit will result in the increase of vehicle miles of travel within any area the air quality of which fails to meet applicable Federal air quality standards.

(3) Agency procedures provide that no permit for the construction, enlargement or modification of a facility covered by this section shall be issued without notice and opportunity for public hearing. The public hearing may be of the legislative type; the notice shall conform to the requirements of § 51.4(b) of this chapter; and the agency rules of procedure may provide that if no notice of intent to participate in the hearing is received from any member of the public (other than the applicant) prior to 7 days before the scheduled hearing date, no hearing need be held. Such a requirement, if imposed, shall be noted prominently in the required notice of hearing.

§ 52.2487 Selective vehicle-use exclusion.

(a) Definitions:

(1) "Selective vehicle-use exclusion program" means a program whereby use of light- and heavy-duty vehicles within a specified area is selectively prohibited in a manner equitable for all vehicle operators.

(2) "Seattle central business district" means an area enclosed by Yesler Way, the I-5 freeway, Eighth Street, Virginia, and the Alaska Way Viaduct. Traffic on I-5 and the Alaska Way Viaduct is not included.

(3) "Spokane central business district" means an area enclosed by Trent, Monroe, Third Street, and Division. Traffic on Division is not included.

(4) "Vehicle-limited zone" means the geographic area to which a selective vehicle-use exclusion program applies.

(b) On or before October 1, 1973, the Governor of the State of Washington shall submit to the Administrator for his approval a compliance schedule containing the text of proposed procedures for designating and issuing up to 10 primary categories of access certificates for vehicles registered, beginning no later than January 1, 1975, in all the counties included within the Puget Sound Intra-state Air Quality Control Region and in the counties of Spokane, Lincoln, Adams, and Whitman in the Eastern Washington-Northern Idaho Interstate Air Quality Control Region and for selectively restricting vehicle use in vehicle-limited zones consisting of the Seattle and Spokane central business districts. The procedures shall include:

(1) Provisions to assure that multiple-vehicle owners or households receive no more than one category of access certificate.

(2) Provisions that additional categories of access certificates may be issued for vehicles the use of which is deemed essential by the State of Washington, including, but not limited to, police and fire vehicles, ambulances, and public transit vehicles.

(3) Prohibitions of vehicles bearing specified certificates from being operated or parked on public streets within designated vehicle-limited zones. These prohibitions shall provide for excluding vehicles bearing one or more types of the primary categories of access certificates from the vehicle-limited zones between 7:00 a.m. and 5:00 p.m. on specific workdays. The number of categories excluded each day shall be speci-

fied no later than the semiannual report to be submitted to EPA by the State of Washington in November 1974.

(4) Provisions that certificates of access will be distributed to vehicle owners during the motor vehicle registration period beginning no later than January 1, 1975. However, all such certificates shall be issued by March 31, 1975.

(5) Designation of an agency or agencies which shall be responsible for administration and enforcement of this program.

(6) An explanation of procedures necessary to implement and enforce this program (such as establishing spot-check locations at major intersections and issuing citations to those driving on prohibited days).

(7) Provisions that actual exclusion will begin as expeditiously as practicable; however, this exclusion shall begin no later than May 31, 1975.

(c) No later than March 1, 1974, the State shall submit legally adopted regulations to EPA establishing such a vehicle use exclusion program specified in paragraph (b) of this section.

(d) Beginning no later than January 1, 1975, the State of Washington shall not register any motor vehicle subject to the provision of subparagraph (b) of this section without issuing suitable access certificates to vehicle owners.

(e) Beginning no later than March 31, 1975, no owner or operator of a vehicle subject to the provisions of paragraph (b) of this section shall operate or allow the operation of his vehicle unless an access certificate is prominently affixed to that vehicle.

(f) Failure to comply with any provisions of this paragraph shall render a person or governmental entity so failing to comply in violation of a requirement of an applicable implementation plan and subject to enforcement action under section 113 of the Clean Air Act.

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