

on the continued operation of a particular facility being in the interests of national security and upon the requirements of Executive Order 11752. Such requests will be forwarded through channels to HQDA (DAEN-ZCE), WASH DC 20310 for necessary action.

§ 650.96 Transportation Control Plans.

(a) In addition to regulating the emissions from fixed sources, it may be necessary for a State to impose controls over transportation in order to achieve national ambient air standards. Large metropolitan areas, such as Los Angeles, California and Baltimore, Maryland are having to resort to such measures because the major portion of air pollution in those areas is caused by motor vehicles.

(b) Military installations and activities located within the area defined in EPA approved Transportation Control Plans are required to cooperate with local authorities in reducing vehicular traffic consistent with military requirements. Although the overall requirement is to reduce both military and civilian traffic, primary emphasis should be on reducing the use of privately owned vehicles. Consequently, Installation Transportation Control Plans which may be required for a particular region by Federal Regulations should be prepared and implemented as deemed necessary. Various control measures that will be considered include:

- (1) Instituting a command carpooling with carpool locator program,
- (2) Encouraging the use or expansion of public transportation service,
- (3) Restricting available parking areas to promote carpooling,
- (4) Issuing preferred parking spaces to carpool cars, and
- (5) Encourage the use of bicycles/walking for short on-post trips.

(c) Information regarding the existence of approved metropolitan Transportation Control Plans may be obtained from local air pollution control authorities or the Regional EPA Administrator.

§ 650.97 Air pollution emergency episode plans.

(a) Army installations or activities located in areas susceptible to air pol-

lution episodes (smog conditions) will cooperate with local authorities in reducing air emissions during such emergency periods. Specific contingency plans are to be developed and coordinated with the local air pollution emergency episode plans to provide for:

- (1) The curtailment of all but essential services;
- (2) To provide for required mission activities;
- (3) Announcement of notification procedures; and
- (4) Instructions on those control measures to be invoked during the various phases of such episodes. The following control measures are to be considered in such contingency plans:
 - (i) Restrict use of private automobiles by requiring carpools or use of mass transit facilities.
 - (ii) Conduct an educational program on the hazards of air pollution episodes.
 - (iii) Publicize episode warnings and notification procedures.
 - (iv) Postpone all except mission-essential activities which produce air emissions; (e.g., vehicle use, operation of incinerators, etc.).
 - (v) Grant personnel administrative leave, but only as a last resort. This action will be coordinated with other DOD and Federal installations in the affected area.

(b) The shutdown or reduction of activities should be well coordinated with all installation personnel. The plan will be implemented on a test basis upon completion and should be reviewed and tested on a biannual basis thereafter.

(c) Government assets provided a contractor managing a Government-owned facility, are subject to the same use restrictions during an air pollution emergency episode as those imposed on a contractor by a State on the use of his private assets.

TABLE 4-1—RELATED PUBLICATIONS

- Clean Air Act (42 U.S.C. 1857 et seq., as amended by the Air Quality Act of 1967, Pub. L. 90-148, by the Clean Air Amendments of 1970, Pub. L. 91-604, and by Technical Amendments to the Clean Air Act, Pub. L. 92-157).
- AR 11-28 Economic Analysis and Program Evaluation of Resources Management.