

## **Maine, Redesignation of Hancock and Waldo Counties, Maine to Attainment for Ozone.**

### **Federal Register Dates:**

February 28, 1997      Notice of Proposed Rulemaking, 62 FR 9140  
February 28, 1997      Direct Final Rulemaking, 62 FR 9081

**EPA Approval Date:** This direct final rule approving the redesignation of the Hancock and Waldo counties marginal ozone nonattainment area from nonattainment to attainment, was effective on April 29, 1997.

**State Submittal:** On May 13, 1996, the State of Maine submitted a requests to have the Hancock and Waldo, counties area redesignated to attainment. The redesignation request also contains a 1993 attainment emissions inventory to satisfy Hancock and Waldo counties requirement for a 1993 periodic inventory.

**Background/Prior Action:** The Hancock and Waldo counties area was designated nonattainment for ozone and classified as marginal in the November 6, 1991 Federal Register (56 FR 58694). EPA granted the Hancock and Waldo counties area a one-year extension of its attainment date in the June 28, 1995 Federal Register (60 FR 33351), which was effective July 28, 1995. This one year attainment date extension create a new attainment date of November 15, 1994.

**Summary:** EPA approved a May 13, 1996 redesignation request by the State of Maine for the Hancock and Waldo counties marginal nonattainment area. EPA redesignate the Hancock and Waldo counties marginal ozone nonattainment area from nonattainment to attainment.

### **Transportation Conformity Budgets:**

The redesignation plan did not include explicit motor vehicle emissions budgets for use in transportation conformity determinations. Therefore, in accordance with EPA's Transportation Conformity Rule, EPA interpreted the motor vehicle emissions projections for the year 2006 (the last year of the submitted ten-year maintenance plan) to be the motor vehicle emissions budgets. These 2006 motor vehicle emissions budgets established at 5.779 tons per summer day of VOC, and 8.195 tons per summer day of NO<sub>x</sub> then served as a cap or ceiling of allowed highway and transit vehicle emissions for all transportation conformity determinations made during the 1997-2006 ten-year maintenance period. Approximately eight years into this ten-year maintenance plan, the State of Maine will develop a second ten-year maintenance plan to cover the ten-year period, 2007 through 2016, and will establish motor vehicle emissions budgets for the transportation conformity determinations made during the second maintenance period. Under all circumstances, transportation conformity must be analyzed out to the last year of the area's twenty-year transportation plan.

On June 16, 1997, the State of Maine submitted an amendment to its SIP establishing explicit emissions budgets for the Hancock and Waldo counties area (state planning area number 4) for use in transportation conformity determinations. These new 2006 motor vehicle emissions budgets were approved into the SIP in a August 1, 1997 Federal Register final rulemaking (62 FR 41275). The new 2006 motor vehicle emissions budgets are now established for the Hancock

and Waldo counties ozone maintenance area at 6.440 tons per summer day of VOC, and 8.850 tons per summer day of NO<sub>x</sub>. These established levels of VOC and NO<sub>x</sub> were determined acceptable because when these levels of emissions are added to all the other components of the 2006 emission inventory (the 2006 other mobile [off-road] emissions, the 2006 stationary source emissions, and the 2006 area source emissions) the results are levels of emissions below the 1993 attainment year emission inventory.

**Identification by rule name and/or number/citation of the regulations that have been approved by EPA as part of the SIP Plan:**

No new state regulations were approved into the Maine State Implementation Plan in association with the redesignation of the Hancock and Waldo counties area to attainment.

The Redesignation Plan did rely on a number of existing Maine control programs and existing and proposed Federal control programs/strategies including the following:

<u>Maine State Control Program</u>	<u>Implementation Date</u>
Fuel Volatility (RVP) Reduction to 9.0 psi	May 1, 1989
Stage I Vapor Recovery (>250,000 gal. annual throughput).	October 1, 1989 (if tanks scheduled for removal).
	October 1, 1991
Cutback and Emulsified Asphalt VOC Restrictions	January 1, 1994
Bulk Terminal VOC Reduction	May 31, 1996
Stage I Vapor Recovery (>10,000 gal. monthly throughput).	May 31, 1995
Solvent Degreaser Control	May 31, 1995
Surface Coating Control	May 31, 1995
Rotogravure and Flexography Printing Control	May 31, 1995
Non-CTG VOC RACT	

<u>Federal Control Program/Strategies</u>	
Tier I (Post 1990 Vehicle Standards)	
Small Engine Standards	
Treatment Storage and Disposal Facilities	
Architectural and Industrial Maintenance Coatings	(expected)
Automobile Refinishing	(expected)
Onboard Vapor Recovery Systems	
Federal Motor Vehicle Control Program (FMVCP)	prior to 1990
Consumer Products	(expected)

By November 15, 1996, Stage II vapor recovery was implemented in Sagadahoc, Cumberland and York counties, which are upwind of both Hancock and Waldo counties. Reductions from Stage II controls reduce precursor emissions entering Hancock and Waldo counties.

**Other Commitments:**

In the event that Hancock and Waldo counties violate the National Ambient Air Quality

Standard for ozone, Maine will implement the use of reformulated gasoline (RFG) or other comparable EPA approved measures as its contingency plan.

To submit a SIP revision eight years after redesignation to attainment as required by the 1990 Clean Air Act Amendments.

**EPA Region 1 Contact:** Richard Burkhart, (617) 918-1664.  
Donald O. Cooke, (617) 918-1668.