

Tampa , Florida Ozone Maintenance Plan
Effective Redesignation Date: 2/5/96 (60 FR 62748, 12/7/95)

Background of the Plan: On November 15, 1990, the Clean Air Act Amendments of 1990 were enacted (1990 amendments). The nonattainment designation of Tampa was continued by operation of law pursuant to 107(d)(1)(C)(i) of the 1990 Amendments. Furthermore, it was classified as marginal for ozone according to section 181(a)(1). Tampa had ambient monitoring data that showed no violations of the ozone NAAQS, during the period 1990 through 1994. In addition, there had been no exceedances reported for the 1995 ozone season. Therefore, in an effort to comply with the 1990 Amendments and to ensure continued attainment of the NAAQS, Florida submitted an ozone maintenance State Implementation Plan for the Tampa area on February 7, 1995, and also requested redesignation of the area to attainment with respect to the ozone NAAQS. Subsequent SIP revisions were approved by EPA (see Federal Register section).

Summary of the Plan: On February 7, 1995, the State of Florida, through the Florida Department of Environmental Protection (FDEP), submitted a maintenance plan and a request to redesignate the Tampa area from marginal attainment to attainment for ozone. The Tampa ozone nonattainment areas consisted of Hillsborough and Pinellas counties. Under the Clean Air Act as amended in 1990 (CAA), designations can be revised if sufficient data are available to warrant such revisions and the CAA redesignation requirements are satisfied. In this action, the EPA approved Florida's request because it met the maintenance plan and redesignation requirements set forth in the CAA, and EPA also approved the 1990 base year emission inventory for the Tampa Bay area. The projections showed that VOC emissions were expected to decrease 38.34 tons or 8.85% from the level of the base year inventory during this time period. The NOx emissions showed a slight increase of 23.99 tons or 4.87% from 1990 to 2005, but the State has demonstrated the projected increases will not adversely affect the maintenance of the ozone NAAQS.

Control Measures:

- VOC RACT regulations
- Federal Motor Vehicle Control Program(FMVCP)
- Reid Vapor Pressure(RVP)

Contingency Measures: In the case of a violation of the ozone NAAQS, the plan contains a contingency to implement additional control measures such as reinstatement of NSR, less volatile or reformulated gasoline, expansion of control strategies to adjacent countries for VOC and/or NOx and to new CTG categories, or an enhanced vehicle emissions inspection program.

Motor Vehicle Emissions Budget: Pursuant to 40 CFR part 51, subpart T, the Transportation Conformity rule, Sec. 51.456(b), a specific emissions budget is here defined for the on-road mobile sources portions of the emissions inventory. These budgets are to be used by the local MPOs and transportation authorities to assure that transportation plans, programs, and projects are consistent with, and conform to, the long-term maintenance of acceptable air quality in the Tampa Bay area. EPA approved revisions to the Tampa maintenance plan on August 15, 2002 (67 FR 53314)) MVEB are as follows:

Tampa Area-MVEB (Tons per day)

County	VOC	NOx
Hillsborough	54.05	71.24
Pinellas	33.38	42.01
Total	87.43	113.25

Emission Reductions: On November 16, 1992, the State of Florida submitted comprehensive inventories of VOC, NOx, and CO emissions from the Tampa area. The inventories included biogenic, area, stationary, and mobile sources using 1990 as the base year for calculations to demonstrate maintenance. The projections showed that VOC emissions were expected to decrease 38.34 tons or 8.85% from the level of the base year inventory during this time period. The NOx emissions did show a slight increase of 23.99 tons or 4.87% from 1990 to 2005, but the State has demonstrated the projected increases will not adversely affect the maintenance of the ozone NAAQS.

Federal Register:

12/07/95 60 FR Page 62748 Tampa Ozone Redesignation
 08/15/02 67 FR Page 53314 Tampa Maintenance Plan Revision

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