

Redesignation of the Boyd County, Kentucky Portion of the Huntington-Ashland 8-Hour Ozone Nonattainment Area to Attainment for Ozone
Effective date: September 4, 2007 (72 FR 43172, 08/03/2007)

Background of the Plan: On September 29, 2006, the Commonwealth of Kentucky, through the Kentucky Division of Air Quality (KDAQ), submitted a request to redesignate Boyd County to attainment for the 1997 8-hour ozone standard, and for EPA approval of the Kentucky state implementation plan (SIP) revision containing a maintenance plan for Boyd County, Kentucky. In an action published on May 11, 2007 (72 FR 26759), EPA proposed to approve the redesignation of Boyd County to attainment. EPA also proposed approval of Kentucky's plan for maintaining the 1997 8-hour national ambient air quality standard (NAAQS) as a SIP revision, and proposed to approve the 2018 state motor vehicle emission budgets (MVEBs) for Boyd County that were contained in the maintenance plan. EPA received no comments on the May 11, 2007, proposal. This rule is EPA's final action following the May 11, 2007, proposed rule. EPA also provided information on the status of the Agency's transportation conformity adequacy determination for the new state motor vehicle emission budgets (MVEBs) for the year 2018 that are contained in the maintenance plan for Boyd County. The maintenance plan establishes the following state MVEBs for Boyd County.

Boyd County 2018 MVEBs
[tons per day]

	2018
VOCs	1.18
NOx	1.30

EPA's adequacy public comment period on these budgets (as contained in Kentucky's submittal) began on June 21, 2006, and closed on July 23, 2006. No comments were received during EPA's adequacy public comment period. Through a Federal Register notice, EPA announced its finding that the 2018 state MVEBs, as contained in Kentucky's submittal, are adequate. These MVEBs meet the adequacy criteria contained in the Transportation Conformity Rule. The new state MVEBs must be used for future transportation conformity determinations.

Summary of the Plan: EPA took final action to approve a request, submitted on September 29, 2006, from the Commonwealth of Kentucky, through KDAQ, to redesignate the Kentucky portion of the bi-state Huntington-Ashland 8-hour ozone nonattainment area to attainment for the 1997 8-hour ozone NAAQS. The Kentucky portion of the bi-state Huntington-Ashland 8-hour ozone nonattainment area (hereafter referred to as "Boyd County") is comprised of one county in Kentucky (Boyd County) and two counties in West Virginia (Cabell and Wayne Counties). EPA's approval of Kentucky's redesignation request was based upon the determination that Kentucky demonstrated that Boyd County has met the criteria for redesignation to attainment specified in the Clean Air Act, including the determination that the entire (including both the Kentucky and West Virginia counties) bi-state Huntington-Ashland 8-hour ozone

nonattainment area attained the 1997 8-hour ozone standard. Additionally, EPA approved a revision to the Kentucky SIP including the 8-hour ozone maintenance plan for Boyd County that contains the new 2018 MVEBs for nitrogen oxides (NOx) and volatile organic compounds (VOCs). EPA also found the 2018 MVEBs, adequate for the purposes of transportation conformity. On May 17, 2006, the State of West Virginia submitted a redesignation request and maintenance plan through a separate action. The final rulemaking approving the West Virginia submittal was published in the Federal Register on September 15, 2006. MVEBs for Cabell and Wayne Counties in West Virginia were approved through EPA's September 15, 2006, action

Contingency Measures: In the event of a monitored violation of the 1997 8-hour ozone NAAQS in the Huntington-Ashland area, Kentucky commits to adopt within nine months, and implement the regulatory programs within 18 months, one or more of the following contingency measures to reattain the 1-hour ozone NAAQS:

- Implementation of a program to require additional emission reductions on stationary source;
- Implementation of a program to enhance inspection of stationary sources to ensure emission control equipment is functioning properly;
- Open burning restrictions during ozone season;
- High-volume, low pressure spray guns and low VOC degreaser solvents;
- Implementation of incentives for alternative fuels programs;
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- Trip-reduction ordinances;
- Employer-based transportation management plans including incentives;
- Programs to limit or restrict vehicle use in downtown areas, or other areas of emission concentration particularly during periods of peak use;
- Programs for new construction and major reconstructions of paths or tracks for use by pedestrians or by non-motorized vehicles when economically feasible and in the public interest.

Emission Reduction Programs:

2001-2005 EMISSION REDUCTION PROGRAMS
Highway Mobile Source Reductions
Federal Motor Vehicle Control Programs
Lower Reid Vapor Pressure
Fleet Turnover of Automobiles
Tier 2 Vehicle Emissions and Fuel Standards
Heavy Duty Engine and Vehicle Fuel Standards
Point Source Emissions Reductions
Reasonably Available Control Measures
Maximum Available Control Technology
Non-Highway Mobile Source Reductions
Small Spark-Ignition engines
Large Spark-Ignition engines

Locomotives Land based diesel engines Additional Reductions NOx SIP Call Reductions

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