

**Redesignation of the Raleigh-Durham-Chapel Hill, NC 8-Hour Ozone
Nonattainment Area to Attainment for Ozone**
Effective date: 12/26/2007 (72 FR 72948 12/26/2007)

Background of the Plan: On June 7, 2007, the State of North Carolina, through the North Carolina Department of Environment and Natural Resources (NCDENR), submitted a request to redesignate the Raleigh-Durham-Chapel Hill Area to attainment for the 1997 8-hour ozone standard, and for EPA approval of the North Carolina State Implementation Plan (SIP) revision containing a maintenance plan for the Raleigh-Durham-Chapel Hill Area (the “Triangle” Area). In an action published on October 3, 2007, (72 FR 56312), EPA proposed to approve the redesignation of the Triangle Area to attainment. EPA also proposed approval of North Carolina’s plan for maintaining the 1997 8-hour national ambient air quality standard (NAAQS) as a SIP revision, proposed to approve the regional Motor Vehicle Emissions Budgets (MVEBs) for nitrogen oxides (NO_x) and an insignificance determination for volatile organic compounds (VOC) emissions from motor vehicles that were contained in the maintenance plan. There were no comments received during the comment period for EPA’s proposal. In the proposed and final rulemakings, EPA also provided information on the status of the Agency’s transportation conformity adequacy determination for the new subarea 2008 and 2017 NO_x MVEBs and the VOC insignificance determination that are contained in the maintenance plan for the Triangle area. The maintenance plans establish the following regional MVEBs for the Triangle Area:

**TRIANGLE SUBAREA NO_x MVEBs
(kilograms per day)**

County	2008	2017
Chatham	1,565	948
Durham	13,106	4,960
Franklin	2,048	1,139
Granville	4,649	1,714
Johnston	12,583	5,958
Orange	9,933	3,742
Person	1,359	791
Wake	36,615	16,352

EPA’s adequacy public comment period on these budgets (as contained in North Carolina’s submittal) began on March 21, 2007, and closed on April 20, 2007. No comments related to the adequacy of the MVEBs or the VOC insignificance determination, were received during EPA’s adequacy public comment period. EPA also did not receive any requests for the SIP submittal. EPA found the new subarea 2008 and 2017 MVEBs for NO_x and a VOC insignificance determination adequate for the Triangle Area in the final rulemaking for this action. These MVEBs meet the adequacy criteria contained in the Transportation Conformity Rule. The new subarea MVEBs must be used for future transportation conformity determinations.

Summary of the Plan: EPA took final action to approve North Carolina's redesignation request and to change the legal designation of the Triangle Area from nonattainment to attainment for the 1997 8-hour ozone NAAQS. This area is comprised of Durham, Franklin, Granville, Johnston, Orange, Person and Wake Counties in their entireties, and Baldwin, Center, New Hope and Williams Townships in Chatham County. EPA also approved North Carolina's 8-hour ozone maintenance plan for the Triangle Area (such approval being one of the Clean Air Act (CAA) criteria for redesignation to attainment status). The maintenance plan is designed to help keep this area in attainment for the 8-hour ozone NAAQS through 2017. These approval actions were based on EPA's determination that North Carolina has demonstrated that the Triangle Area has met the criteria for redesignation to attainment specified in the CAA, including a demonstration that this area attained the 1997 8-hour ozone standard. EPA's analyses of North Carolina's 8-hour ozone redesignation request and maintenance plan are described in detail in the proposed rule published October 3, 2007 (72 FR 56325). Consistent with the CAA, the maintenance plan that EPA approved also included 2008 and 2017 new subarea MVEBs for NO_x and a VOC insignificance determination. In this action, EPA determined adequate and approved these 2008 and 2017 MVEBs for NO_x and VOC insignificance determination.

Contingency Measures: In the event of a monitored violation of the 1997 8-hour ozone NAAQS in the Triangle Area, North Carolina commits to adopt and implement as expeditiously as possible, but no later than eighteen to twenty four months after the triggering event. North Carolina will consider one or more of the following contingency measures to re-attain the standard:

- NO_x RACT on stationary sources in the Triangle Area;
- Diesel inspection and maintenance program¹;
- Implementation of diesel retrofits programs, including incentives for performing retrofits; and
- Additional controls in upwind areas.

When a monitor in the Triangle Area has a fourth-highest value of 0.085 parts per million or greater, starting the first year after the maintenance plan has been approved, NCDENR will commence analyses including meteorological evaluation, trajectory analyses of high ozone days, and an emissions inventory assessment to understand why a fourth highest exceedance of the standard has occurred. NCDENR will then work with the local awareness program and develop an outreach plan to identify any additional voluntary measures that can be implemented. If the fourth highest exceedance occurs

¹ At this time, there is not an approved method for determining emission reductions from a Diesel Inspection and Maintenance program. Therefore, there is no technical basis to award emission credits for a heavy duty diesel inspection and maintenance program in the SIP. However, we do not want to preclude future technical changes that may make awarding such emission credits possible. If it is necessary to implement contingency measures for this area, North Carolina, in coordination with EPA, will evaluate the feasibility of this program as a contingency measure at that time. If a technical basis for emission credits is not available, other contingency measures will need to be implemented.

early in the season, NCDENR will work with entities identified in the outreach plan to determine if the measures can be implemented during the ozone season. Otherwise, NCDENR will work with the local air awareness coordinator to implement the plan for the following ozone season.

Emission Reduction Programs:

Triangle Area Emission Reductions Programs
<u>Mobile Sources</u> <ul style="list-style-type: none">• Tier 2 Vehicle Standards• Heavy Duty Gasoline and Diesel Highway Vehicle Standards
<u>Nonroad Mobile Sources</u> <ul style="list-style-type: none">• Large Nonroad Diesel Engines Rule• Spark Ignition Engines and Recreational Standards
<u>State and Local Measures</u> <ul style="list-style-type: none">• Inspection and Maintenance (I/M) Program in Clean Air Bill• NOx SIP Call• Clean Smokestacks Act• Opening Burning Ban• Air Toxics Control Program• Prevention of Significant Deterioration• Heavy Duty Diesel Engine Gap Filling Rule

Federal Register: (72 FR 72953, 12/26/2007) Redesignation of the Raleigh-Durham-Chapel Hill 8-Hour Ozone Nonattainment Area to Attainment for Ozone

Contact Person: Nacosta Ward, U.S. EPA, Region 4
61 Forsyth Street, SW, Atlanta, Georgia 30303
Telephone: (404) 562-9140; email: ward.nacosta@epa.gov