

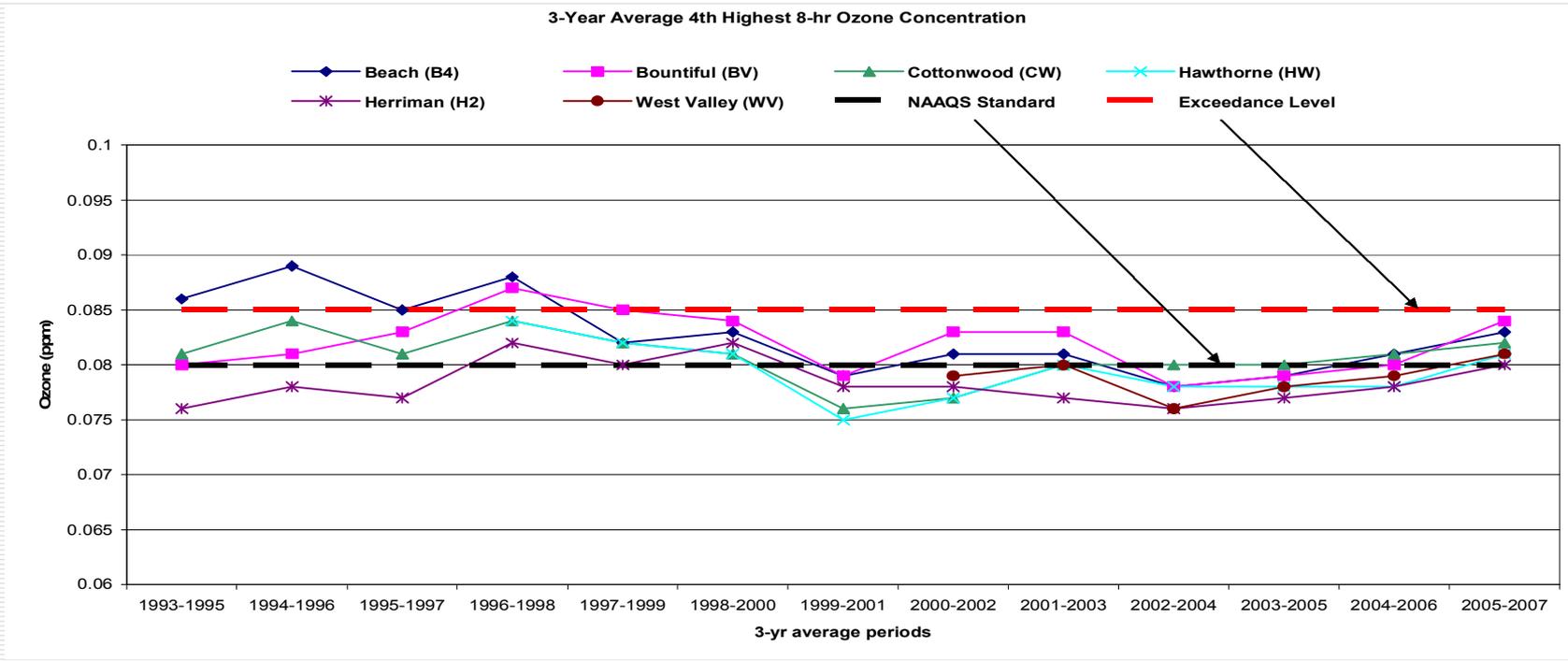
Revised Ozone Standard

Bryce Bird

Division of Air
Quality

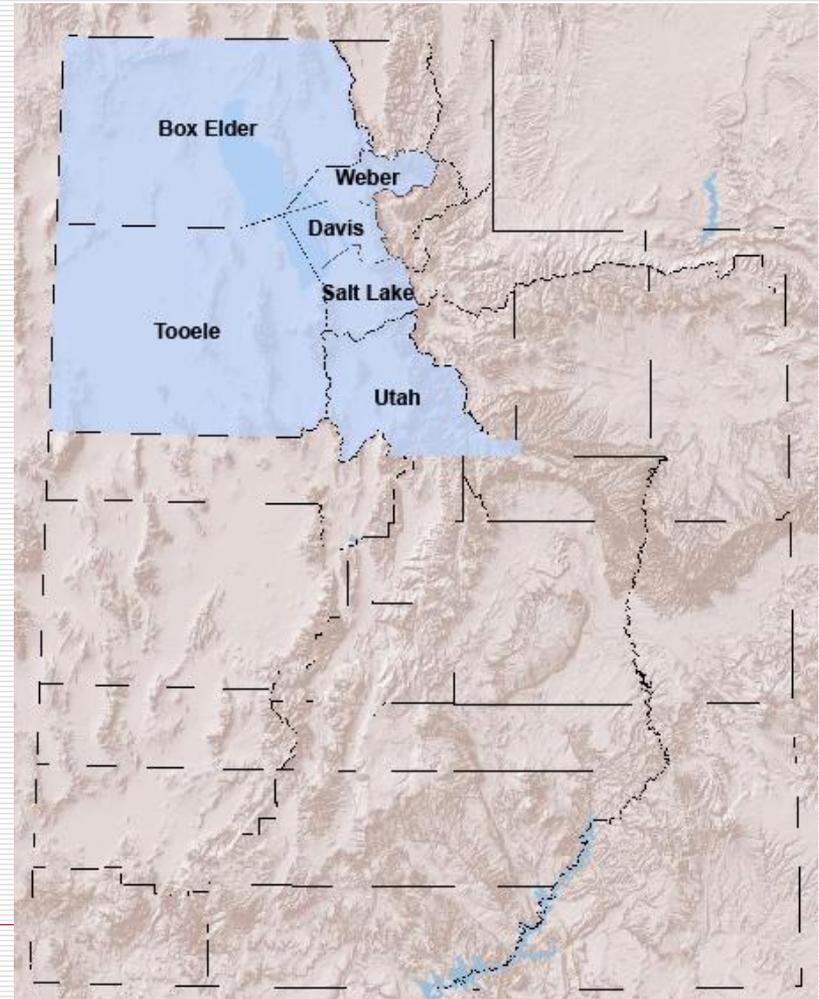
EPA Administrator Johnson signed a revised Ozone Standard on March 12th 2008

The Wasatch Front counties (Davis, Salt Lake, Utah and Weber) have been in attainment to both the earlier 1-hr standard and the 1997 8-hr standard (.08 ppm).



Counties with monitors above the revised standard

EPA revised the 8-hour “primary” ozone standard, designed to protect public health, to a level of 0.075 parts per million (ppm). The secondary ozone standard was set at the level of the primary standard. As a result of this tightening of the 8-hr ozone standard, DAQ has projected that Box Elder and Tooele Counties along with the four counties previously mentioned contain monitors with monitored values above this new ozone standard.



Implementation Schedule

The implementation schedule for the standard change is as follows:

- State Designation Recommendations
Due to EPA No Later than March 12, 2009

 - Final Designations made by EPA
No Later than March 12, 2010

 - Attainment Demonstration SIPs
Due three years after designation (2013)

 - Attainment Dates
2013 – 2030 (depending on severity of problem)
-

Designations

Designation recommendations will be made under the new standard based on actual recorded emissions for the three-year period 2006-2008.

Although the standard has been set and recommendations for designations are due by March 12, 2009, the EPA has not yet finalized the classification categories for the new standard.

Classification Categories

The 1990 Clean Air Act Amendments group nonattainment areas into classifications based on the extent to which the NAAQS are exceeded, and establish specific pollution controls and attainment dates for each classification.

Nonattainment areas are classified on the basis of a "design value," which is derived from the pollutant concentration (in parts per million) recorded by air quality monitoring devices. The design value for the 8-hour ozone standard is the average of the fourth highest readings measured over the latest 3-year period for each monitor. The Act created five classes of ozone nonattainment.

Classification Categories

In the Clean Air Act's Ozone provisions, areas that exceeded the original standard by 0-15% were classified as **Marginal**.

Areas that were 15-33% above the standard were classified as **Moderate**.

Requirements for Marginal Areas:

- ❑ 1. An inventory of actual emissions from all sources must be conducted.
 - ❑ 2. Major source definition is at 100 tons per year of volatile organic compounds (VOC).
 - ❑ 3. Permit program changes must be implemented to require new or modified sources to be permitted under New Source Review (NSR) requirements. Previously, these would have been permitted under the more lenient Prevention of Significant Deterioration (PSD) requirements.
 - ❑ 4. Offsets of 1.1 to 1. This means that any new or modified operation will have to reduce emissions by this ratio (modifications are defined as any change at a major stationary air emission source that results in an increase of any emissions from any discrete operation, unit or other pollutant emitting activity at the source).
-

Requirements for Marginal Areas:

- 5. Transportation conformity will be required in areas designated by EPA as nonattainment areas. Transportation conformity is a way to:
 - Ensure that planning for transportation systems is consistent with and conforms to State air quality plans for attaining and maintaining the health-based National Ambient Air Quality Standards (NAAQS), and
 - Ensure that neither the transportation system as a whole nor individual transportation projects cause new air quality violations or worsen existing violations.

The transportation conformity process integrates transportation and air quality planning by requiring that transportation plans, programs, and projects verify that the expected emissions resulting from their implementation are consistent with and conform to the purpose of the SIP.

- 6. General Conformity is required for all federal actions other than projects funded by Federal Highway Administration (FHWA) and Federal Transportation Administration (FTA) to ensure that they do not interfere with the State's attainment demonstration.
-

Requirements for Moderate Areas:

- 1. All of the “marginal” requirements, and:
 - 2. DAQ must submit a plan to EPA that specifies annual reductions of VOC/NO_x to attain the ozone standard by the attainment date. It must provide for at least a 15% VOC /NO_x reduction from the total amount of actual VOC/NO_x emissions from all anthropogenic sources in the area. The baseline emissions will probably be calculated in the calendar year that the area was designated nonattainment.
 - 3. Reasonably Achievable Control Technology (RACT) of 60-80% control efficiency equipment must be installed on all sources.
 - 4. Gasoline sold within the nonattainment areas will be required to have a Reid vapor pressure (RVP) of 7.8 psi or lower during ozone season.
 - 5. A Vehicle Inspection and Maintenance (I/M) program will be required.
 - 6. Offsets of 1.15 to 1. This means that any new or modified operation will have to reduce emission by this ratio (modifications are defined as any change at a major stationary air emission source that results in an increase any of emissions from any discrete operation, unit or other pollutant emitting activity at the source).
-

State Implementation Plan:

In addition to the prescribed actions based on the classifications a plan must be developed and submitted to EPA to bring the areas back into attainment

- ❑ A worst case episode will be identified for use in developing and testing control strategies
- ❑ Based on the inventory of pollutants, reduction strategies and attainment budgets will be established
- ❑ Modeling will be used to test control strategies and demonstrate that the plan will address even the “worst case” episode
- ❑ Any new controls or requirements on sources will be established in rules and included in permits

The plan is developed through a stakeholder process to evaluate strategies and ensure that controls are reasonable and achievable

Actions to address the standard prior to SIP development:

- Air Quality Action and Alert Days
 - Voluntary reductions this year will impact the design value and designation category
 - Calls at the level of the standard present new challenges

 - Coordination with transportation and transit organizations

 - Stage 1 Vapor Recovery (State Wide)
 - Proposed for public comment at the May Air Quality Board Meeting
-