SUPPLEMENTARY INFORMATION

I. Background

In the November 6, 1991 Federal Register notice, 56 FR 56847, the Portland-Vancouver area was designated as a nonattainment area for CO. The boundary for the Portland portion of the interstate nonattainment area is the Portland Metro Service District Boundary which includes Clackamas County (part), Multnomah County (part) and Washington County (part). The boundary for the Vancouver portion of the interstate nonattainment area is Clark County (part) Air Quality Maintenance Area (AQMA). The Portland-Vancouver interstate CO nonattainment area is classified as moderate less than or equal to 12.7 parts per million (ppm).

Prior to the boundary being set, the 1990 Clean Air Act required the Governor of each state to submit boundary descriptions for those areas which were to be designated nonattainment. The Governor of Oregon and the Governor of Washington each submitted a letter dated March 15, 1991, that listed and described the nonattainment area boundaries for their respective states. For CO, Oregon listed the Portland Metropolitan Area as nonattainment with the boundary being the Metropolitan Service District (METRO) which surrounds the urban growth boundaries of cities within the greater Portland Metropolitan Area 1. The Washington letter listed Vancouver as nonattainment with the boundary being the Washington portion of the Portland-Vancouver Interstate AQMA.

In the November 6, 1991, notice EPA identified Portland-Vancouver as an interstate nonattainment area with the Portland portion of the nonattainment area boundary being METRO and the Vancouver portion of the nonattainment boundary being the AQMA (Vancouver portion).

The ÓDEQ contends that the November 6, 1991, Federal Register notice is in error. The ODEQ has written EPA that it never recommended nor acknowledged an interstate CO nonattainment area or a contiguous boundary with Vancouver, Washington.

EPA considered ODEQ's request, and finds that the designations were properly promulagated. However, EPA acknowledges ODEQ's position in that there are two distinct airsheds that should be separately regulated. EPA requested a technical justification be

submitted by the state of Oregon to demonstrate that the Portland and Vancouver CO airsheds are distinct and that there is an acceptably minimal CO transport between the two cities.

On August 5, 1994, and January 3, 1995, the State of Oregon, through the ODEQ, submitted technical justification which supports the separation of the Portland-Vancouver CO interstate nonattainment area into two distinct nonattainment areas (Portland, Oregon and Vancouver, Washington).

Of significance in EPA's review is that both areas have been successful in attaining the CO standard. Portland has been in attainment of the CO standard since 1990, and Vancouver has been in attainment since 1991. Both cities are currently in the process of preparing CO maintenance plans for redesignation.

Technical Justification Conclusions

EPA requested ODEQ submit documentation which demonstrates that the Portland and Vancouver airsheds are distinct, and that the CO NAAQS which have been attained will be maintained despite any differences in the prospective maintenance plans. EPA also requested ODEQ discuss the potential CO impacts of the interstate commute.

To address EPAs technical concerns, ODEQ completed a monitoring data analysis which compared Portland and Vancouver CO data, taking into consideration meteorological impacts (wind direction and wind speed) for pollutant transport. The results of this analysis demonstrated that elevated CO concentrations in either city were not influenced by meteorological transport of the pollutant between the two airsheds.

To further support this conclusion, ODEQ also conducted a statistical analysis which compared Portland and Vancouver CO monitored data to investigate whether a correlation existed between measured concentrations at the Portland and Vancouver monitoring sites. The analysis demonstrated no correlation in measured CO concentrations between the two cities.

In addition, special studies were performed in both Portland (September 1991, the 1994 report is in development) and Vancouver (May 1994) that demonstrated that CO impacts in each area are limited to intersections with steep gradients of decreasing CO concentration away from the intersections.

To address EPA's interstate commuting concerns, ODEQ conducted a CO impact analysis of the interstate commute traffic focusing on high volume intersections. Since vehicles registered in both nonattainment areas are subjected to essentially identical control strategies (oxygenated fuel, basic I/M), the impact of either the Portland or Vancouver vehicles on the contiguous CO nonattainment areas concentrations is insignificant.

The ODEQ has written EPA of its commitment to providing long-term maintenance of the CO national ambient air quality standard not only in it's own jurisdiction but in other contiguous areas. Any future change in the CO control strategies for either Portland or Vancouver will be addressed in their future CO redesignation/maintenance plans which have to be evaluated and approved by EPA.

The technical justification submitted to EPA contains an adequate demonstration that Vancouver's and Portland's airsheds are distinct, relative to CO, and that Oregon and Washington are firmly committed to air quality maintenance in both Portland and Vancouver despite potential differences in the prospective maintenance plans.

II. This Action

With this action EPA is approving the technical correction to the CO nonattainment boundary description for Portland-Vancouver under section 110(k)(6). EPA believes that any future problems will be hotspot in nature and therefore EPA believes that the CO NAAQS will be protected in each state. This action will separate the Portland-Vancouver Interstate CO nonattainment area into two separate nonattainment areas; Portland, Oregon and Vancouver, Washington.

In separating the Portland-Vancouver nonattainment area, the METRO boundary will be recognized as the CO nonattainment boundary for Portland, and the Vancouver portion of the AQMA will remain Vancouver's CO nonattainment boundary. Both areas will remain classified as moderate nonattainment (less than or equal to 12.7 ppm) for CO. Vancouver's design value will remain at 10.0 ppm and Portland's design value has been determined to be 9.8 ppm.

The separated Portland, Oregon and Vancouver, Washington CO nonattainment designations are listed under "Designated Area" in the table at the end of this rulemaking action. The additional language is highlighted for easy reference.

III. Administrative Review

Under the Regulatory Flexibility Act, 5 U.S.C. 600 et seq., EPA must prepare a regulatory flexibility analysis assessing the impact of any proposed or final rule on small entities. 5 U.S.C. 603

¹ The Portland portion of the Air Quality Maintenance Area had been designated as a CO nonattainment area prior to the 1990 Clean Air Act Amendments, 43 FR 8962, (March 3, 1978), listed as Portland-Vancouver (Oregon Portion).