(A–5–3), Air and Toxics Division, U.S. Environmental Protection Agency, Region IX, 75 Hawthorne Street, San Francisco, CA 94105, Telephone: (415) 744–1202.

SUPPLEMENTARY INFORMATION:

Background

On November 15, 1990, the Clean Air Act Amendments of 1990 (CAA) were enacted. Public Law 101-549, 104 Stat. 2399, codified at 42 U.S.C. 7401-7671q. The air quality planning requirements for the reduction of NO_X emissions through reasonably available control technology (RACT) are set out in section 182(f) of the CAA. On November 25, 1992, EPA published a NPRM entitled "State Implementation Plans; Nitrogen Oxides Supplement to the General Preamble; Clean Air Act Amendments of 1990 Implementation of Title I; Proposed Rule," (the NO_X Supplement) which describes and provides preliminary guidance on the requirements of section 182(f). The November 25, 1992, notice should be referred to for further information on the NO_x requirements and is incorporated into this document by reference.

Section 182(f) of the Clean Air Act requires States to apply the same requirements to major stationary sources of NO_X ("major" as defined in section 302 and sections 182 (c), (d), and (e)) as are applied to major stationary sources of volatile organic compounds (VOCs), in moderate or above ozone nonattainment areas. Santa Barbara County is classified as moderate;¹ therefore this area was subject to the RACT requirements of section 182(b)(2) and the November 15, 1992 deadline, cited below.

Section 182(b)(2) requires submittal of RACT rules for major stationary sources of VOC (and NO_x) emissions (not covered by a pre-enactment control technologies guidelines (CTG) document or a post-enactment CTG document) by November 15, 1992. There were no NO_X CTGs issued before enactment and EPA has not issued a CTG document for any NO_X sources since enactment of the CAA. The RACT rules covering NOx sources and submitted as SIP revisions, are expected to require final installation of the actual NO_X controls as expeditiously as practicable, but no later than May 31, 1995.

This document addresses EPA's proposed action for Santa Barbara

County Air Pollution Control District (SBCAPCD), Rule 333, Control of Emissions from Reciprocating Internal Combustion Engines. SBCAPCD adopted Rule 333 on December 10, 1991. The State of California submitted the rule being acted on in this document on June 19, 1992. Rule 333 was found to be complete on August 27, 1992 pursuant to EPA's completeness criteria that are set forth in 40 CFR Part 51 Appendix V² and is being proposed for approval into the SIP.

NO_X emissions contribute to the production of ground level ozone and smog. Rule 333 controls emissions of NO_x, carbon monoxide (CO), and reactive organic compounds (ROC) from internal combustion engines in Santa Barbara County used in a wide variety of applications, but primarily at oil and gas production and processing facilities. The engines are used to power various types of industrial equipment such as oil well rod pumps, rock crushing equipment, conveyor belts, gas compressors, waste water treatment pumps, etc. Rule 333 was adopted as part of SBCAPCD's efforts to achieve the National Ambient Air Quality Standards (NAAQS) for ozone and in response to the CAA requirements cited above. The following is EPA's evaluation and proposed action for these rules.

EPA Evaluation and Proposed Action

In determining the approvability of a NO_X rule, EPA must evaluate the rule for consistency with the requirements of the CAA and EPA regulations, as found in section 110, and part D of the CAA and 40 CFR part 51 (Requirements for Preparation, Adoption and Submittal of Implementation Plans). EPA's interpretation of these requirements, which forms the basis for this action, appears in the NO_X Supplement (57 FR 55620) and various other EPA policy guidance documents.³ Among these provisions is the requirement that a NO_X rule must, at a minimum, provide for the implementation of RACT for major stationary sources of NO_X emissions.

For the purposes of assisting state and local agencies in developing NO_X RACT rules, EPA prepared the NO_X

Supplement to the General Preamble. In the NO_X Supplement, EPA provides preliminary guidance on how RACT will be determined for stationary sources of NO_x emissions. While most of the guidance issued by EPA on what constitutes RACT for stationary sources has been directed towards application for VOC sources, much of the guidance is also applicable to RACT for stationary sources of NO_X (see section 4.5 of the NO_X Supplement). In addition, pursuant to section 183(c), EPA has issued alternative control technique documents (ACTs) that identify alternative controls for all categories of stationary sources of NO_X. The ACT documents provide information on control technology for stationary sources that emit or have the potential to emit 25 tons per year or more of NOx. However, the ACTs will not establish a presumptive norm for what is considered RACT for stationary sources of NO_X . In general, the guidance documents cited above, as well as other relevant and applicable guidance documents, have been set forth to ensure that submitted NO_X RACT rules meet Federal RACT requirements and are fully enforceable and strengthen or maintain the SIP.

Rule 333 applies to existing and new I/C engines with rated brake horsepower of greater than or equal to 50 which are fueled by natural gas, field gas, liquified petroleum gas, diesel, gasoline, or any other liquid fuel. The rule limits NO_x emissions from noncyclic rich-burn engines to 50 parts per million (ppm) and from noncyclic lean-burn engines to 125 ppm. For cyclic engines, the NO_X limit is also 50 ppm, while the limit for diesel engines is 8.4 grams per brake horsepower-hour (g/bhp-hr). Final compliance with these limits is required by the date of adoption for new engines and March 3, 1994 for existing cyclic and noncyclic engines.

The NO_X limits suggested by the California Air Resources Board (CARB) as reasonably available control technology (RACT) for I/C engines are 50 ppm (90% reduction) for rich-burn engines, 125 ppm (80% reduction) for lean-burn engines, and 8.4 g/bhp-hr for diesel engines. These limits were recommended using information regarding average, actual, uncontrolled levels and previous regulatory control levels in Ventura County, the South Coast Basin, and Santa Barbara County. EPA agrees that these limits, which are incorporated in Rule 333, are consistent with the Agency's guidance and policy for making RACT determinations in terms of general cost-effectiveness, emission reductions, and environmental impacts, and represent RACT for these sources in Santa Barbara County.

¹The Santa Barbara County Area retained its designation of nonattainment and was classified by operation of law pursuant to sections 107(d) and 181(a) upon the date of enactment of the CAA. See 55 FR 56694 (November 6, 1991).

 $^{^2}$ EPA adopted the completeness criteria on February 16, 1990 (55 FR 5830) and, pursuant to section 110(k)(1)(A) of the CAA, revised the criteria on August 26, 1991 (56 FR 42216).

³ Among other things, the pre-amendment guidance consists of those portions of the proposed post–1987 ozone and carbon monoxide policy that concern RACT, 52 FR 45044 (November 24, 1987); "Issues Relating to VOC Regulation Cutpoints, Deficiencies, and Deviations, Clarification to Appendix D of November 24, 1987 Federal Register Notice" (Blue Book) (notice of availability was published in the Federal Register on May 25, 1988).