the comment period. On February 18, 1994, the USEPA extended the comment period until April 19, 1994. See 59 FR 8150. The OEPA submitted comments in an April 14, 1994, letter that included maintenance and contingency plans for the counties. The results of OEPA's public hearing and resulting revision to the maintenance and contingency plans are contained in a letter dated August 10, 1994. No other comments were received during the extended comment period.

After reviewing Ohio's April 14, 1994, and August 10, 1994, submittal, USEPA published a direct final rulemaking to approve the redesignation requests on September 21, 1994. See 59 FR 48395. At the same time USEPA published a proposed rulemaking, see 59 FR 48416, to approve the requests, in the event that adverse public comments were received. Adverse comments were received and a notice was published to remove the direct final rulemaking, but not the proposed rulemaking.

I. Summary of Comments and Responses

USEPA has considered the adverse comments received and has decided to proceed with formal action approving the redesignations. A summary of adverse comments submitted in response to the September 21, 1994 proposed rulemaking (59 FR 48416) and responses to these comments is provided below. All of the adverse comments received were made by Pollution Probe.

Comment: There remain a number of important questions and concerns with regard to the long-range transport of ozone and ozone precursors across the U.S.-Canada border. This particular redesignation request by the State of Ohio is one of a number of requests which may cumulatively have a very significant impact on our future air quality. The commentor also questioned whether the Ohio Environmental Protection Agency had evaluated the impact of Oxides of nitrogen (NO_X)/ Volatile Organic Compound (VOC) emissions from Ohio sources on downwind regions in Canada.

Response: In response, the USEPA notes that the governments of the United States and Canada are in the process of developing a joint study of the transboundary ozone phenomena under the U.S.-Canada Clean Air Quality Agreement. It is envisioned that this regional ozone study will provide the scientific information necessary to understand what contributes to ozone levels in the region, as well as, what control measures would contribute to reductions in ozone levels. This new

regional ozone study is a cooperative effort between the U.S. and Canada. Should this or other studies provide a sufficient scientific basis for taking action in the future, the USEPA will decide what is an appropriate course of action. The USEPA may take appropriate action notwithstanding the redesignation of these areas in Ohio. Therefore, the USEPA does not believe that the contentions regarding transboundary impact currently provide a basis for delaying action on these redesignation requests or disapproving the redesignations. This is particularly true since approval of the redesignations is not expected to result in an increase in ozone precursor emissions and is not expected to adversely affect air quality in Canada. In fact, decreases in both VOC and NO_x emissions from the areas being redesignated are expected over the 10-year maintenance period. See 59 FR 48396-48397. It should also be noted that the redesignation does not allow States to automatically remove control programs which have contributed to an area's attainment of a U.S. National Ambient Air Quality Standard (NAAQS) for any pollutant and that no previously-implemented control strategies are being relaxed as part of these redesignations.

Furthermore, USEPA notes that the extent of any contribution from these areas to monitored ozone levels in Canada cannot be determined with any degree of certainty on the basis of the information presently available to the USEPA. The extent to which emissions from these areas in Ohio, which are between 80 and 150 miles from the Canadian border, contribute to ozone formation in Canada is highly uncertain, particularly since winds flowing into areas in Ontario pass through a number of urbanized areas in both the U.S. and Canada. Ozone concentrations in Canada may be attributable to or fostered by ozone precursor emissions generated within Canadian borders. As a consequence, the USEPA does not believe that the presently available information provides any basis for affecting its decision regarding the redesignation of these areas in Ohio.

Comment: A growing body of evidence shows that the negative impacts to human health and vegetation do occur at or below 82 parts per billion (ppb) ozone. While we recognize that the US NAAQS for ozone is currently .12 parts per million, and that the standard is currently being reviewed, does the air quality monitoring data submitted by the State show ozone concentrations exceeding 80 ppb in the three counties under discussion or in other sections of the State?

Response: Yes, in Preble, and Jefferson Counties, and the counties adjacent to Columbiana County concentrations above 80 ppb have been monitored. However, as mentioned by the commentor, the monitoring data for these counties show that the counties are not in violation of the ozone NAAQS. Also, a revision to the NAAQS is currently under consideration by the USEPA. Until any change is made, however, the USEPA is bound to implement the provisions of the Act as they relate to the current standard, including those relating to designation and redesignations.

Comment: What were the assumptions and analyses which led to the conclusion that total emissions will decrease in the three Ohio counties under discussion? Overall oxides of nitrogen emissions in the United States are projected to rise after the year 2000, even if mandatory CAA measures for stationary and mobile sources are implemented. We are unfamiliar with the types of emission reduction measures that are likely to be carried out in the United States' regions designated ''attainment.'' Future growth is one important factor which needs consideration. For example, in southeast Michigan, forecasters anticipate that an additional 6 percent growth in population will, with current trends, result in a 40 percent increase in vehicle miles travelled by 2010.

Response: The area source emissions were projected to grow at the same rate as the expected population growth. The population growth rate used for Preble County is 0.83386 percent per year from 1990 to 1995 and 0.6279 percent per year from 1995 to 2005. The population growth rate used for Columbiana and Jefferson Counties was about 1 percent per year from 1990 to 2005. The point source emissions growth was projected using Bureau of Economic Analysis (BEA) earnings data by Standard Industrial Classification Code (SIC). This factor varied by SIC but was generally around 1.1 percent per year. The mobile source emissions were projected using the MOBILE5A emissions model to provide emission factors for the vehicle mix in the future, and population data to project the growth in vehicle miles traveled by these vehicles. Large decreases occurred in mobile source emissions in the counties. Due to the Federal Motor Vehicle Emissions Control Program (FMVECP). These decreases resulted in overall VOC emissions reductions in all three counties, and overall NO_X emission reductions in Preble, and Columbiana counties.