

## **Rhode Island; Post-1996 Rate of Progress Plan**

### **Federal Register Dates:**

June 8, 2001 Notice of Proposed Rulemaking, 66 FR 30811

June 8, 2001 Direct Final Rulemaking 66 FR 30829

**EPA Approval Date:** The direct final rule approving the Rhode Island Post-1996 Rate-of-Progress Plan was effective on August 7, 2001.

**State Submittal:** On September 21, 1998, the State of Rhode Island submitted a formal revision to its SIP. The SIP revision consisted of a post-1996 rate-of-progress (ROP) plan for the Providence serious ozone nonattainment area, which encompasses the entire geographic area of the State.

**Summary:** EPA approved this State Implementation Plan (SIP) revision submitted by the State of Rhode Island. This revision established a post-1996 rate of progress (ROP) emission reduction plan for the Providence serious ozone nonattainment area in Rhode Island.

**Transportation Conformity Budgets:** Section 176(c) of the Act, and 40 CFR 51.452(b) of the Federal transportation conformity rule require states to establish motor vehicle emissions budgets in any control strategy SIP that is submitted for attainment and maintenance of the NAAQS. Rhode Island will use such budgets to determine whether proposed projects that attract traffic will “conform” to the emissions assumptions in the SIP.

The Rhode Island post-1996 rate of progress plan contained 1999 on-road motor vehicle emission budgets for VOCs and for NO<sub>x</sub> for the Providence serious nonattainment area. The 1999 VOC budget as stated in the plan is 41.57 tpsd, and the NO<sub>x</sub> budget is 46.40 tpsd. Rhode Island used the EPA’s MOBILE5b emission factor model to determine these budgets. These budgets should be used for making transportation conformity determinations in the State.

### **Identification by rule name and/or number/citation of the regulations that have been approved by EPA as part of the SIP Plan:**

No new state regulations were approved into the Rhode Island State Implementation Plan in association with the Post-1996 Rate-of-Progress Plan.

The Post-1996 Rate-of-Progress Plan did rely on a number of existing Rhode Island State regulations and emission reduction programs including the following:

#### **NOX RACT**

Rhode Island has adopted a NO<sub>x</sub> RACT regulation, the citation for which is Air Pollution Control regulation No. 27, “Control of Nitrogen Oxide Emissions.” Facilities covered by the rule needed to comply by May 31, 1995. Rhode Island submitted the rule to EPA as a revision to the State’s SIP, and EPA approved it via a direct final rulemaking published on September 2, 1997 (62 FR 46202). Rhode Island determined, and EPA agrees, that this program will reduce NO<sub>x</sub> emissions in the State by 6.55 tons per summer day (tpsd) by 1999.

Rhode Island National Low Emission Vehicle program

Rhode Island submitted a National Low Emission Vehicle (NLEV) program to EPA as a revision to the State's SIP, and EPA approved the program via a direct final rule published in the Federal Register on March 9, 2000 (65 FR 12476).

The NLEV program allows auto manufacturers to commit to meet tailpipe standards for cars and lightduty trucks that are more stringent than EPA can mandate. The program will reduce VOC emissions by 0.08 tpsd, and NOx emissions by 0.12 tpsd.

Reformulated gasoline on-road and non-road

Federal non-road standards

**Other Commitments:**

**EPA Region 1 Contact:** Robert F. McConnell, (617) 918-1046.