UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 1
1 CONGRESS STREET, SUITE 1100
BOSTON, MASSACHUSETTS 02114-2023

FILE COPY

May 31, 2000

Mr. Carmine DiBattista, Chief
Bureau of Air Management
Connecticut Department of Environmental Protection
79 Elm Street, 5th Floor
Hartford, Connecticut 06106-5127

Dear Mr. DiBattista,

The purpose of this letter is to provide an adequacy determination for your ozone mobile source emission budgets submitted to EPA. On March 2, 1999, the United States Court of Appeals for the District of Columbia Circuit issued a decision on EPA's third set of conformity revisions in response to a case brought by the Environmental Defense Fund. As a result of the decision, a conformity determination cannot be made using a submitted motor vehicle emission budget until EPA makes a positive determination that the submitted budget is adequate. In response to the court's decision, EPA issued guidance on our new adequacy process on May 14, 1999.

On February 15, 2000, Connecticut submitted the document entitled "Addenda to the Ozone Attainment Demonstrations for the Southwest Connecticut Severe Ozone Nonattainment Area and Greater Connecticut Serious Ozone Nonattainment area" included the aforementioned transportation conformity budgets for the year 2007 in tons per summer day (tpsd):

One-hour Ozone Nonattainment Area	**VOC (tpsd)**	**NOx (tpsd)**
Southwest Connecticut	9.7	23.7
Greater Connecticut	30.0	79.6

Subsequently, on March 31, 2000, EPA New England issued a letter to Connecticut finding the ozone budgets submitted on February 15, 2000, adequate for conformity purposes. However, EPA failed to respond to the public comments on these budgets prior to issuing our adequacy finding. Therefore, our March 31, 2000 action is superseded by this letter, and enclosed you will find our response to comments.

As discussed in our previous correspondence, we have reviewed these mobile source emissions budgets in accordance with the procedures and criteria for adequacy review in the transportation conformity rule [(40 CFR 93.118(e)(4)]. EPA has determined that these mobile source emission budgets are adequate and must be used in future conformity determinations. These conformity budgets will become effective for conformity determinations 15 days after EPA publishes an announcement of this adequacy determination in the Federal Register.

The above motor vehicle emission budgets include benefits from EPA's Tier 2/Low Sulfur Program in accordance with EPA's November 8, 1999 "Guidance on One-hour Ozone Attainment Demonstration and Tier 2/Sulfur Rulemaking." Future conformity analyses must use MOBILE 5b and information sheet number 8, "Tier 2 Benefits Using MOBILE5," dated April, 2000, to evaluate conformity with the above budgets.

In the longer term, EPA is developing the MOBILE 6 emission factor model, which will more accurately calculate Tier 2/Sulfur benefits. In your February attainment demonstration addenda, Connecticut Department of Environmental Protection committed to recalculate the motor vehicle emission budgets from its ozone attainment plans using MOBILE 6 within one year of EPA's release of this new model. Once EPA determines revised motor vehicle emission budgets based on MOBILE 6 adequate for transportation conformity purposes, those budgets will supersede the above budgets.

If you have any questions, please contact Jeff Butensky at (617) 918-1665.

Sincerely,

Michael Kenyon

Michael Kenyon
Associated Director for Air Policy

Enclosure

cc: Kathryn Sargeant, EPA-OTAQ