



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD

CHICAGO, IL 60604-3590

DEC 07 2009

REPLY TO THE ATTENTION OF:

(AR-18J)

Jennifer Hunter, Section Manager
Ohio Environmental Protection Agency
Division of Air Pollution Control
P.O. Box 1049
Columbus, Ohio 43216-1049

Dear Ms. Hunter:

Thank you for the submittal of the attainment demonstration state implementation plan (SIP) for annual fine particulate matter (PM_{2.5}) in Ohio. This letter addresses our review of the adequacy of the motor vehicle emission budgets for the Steubenville-Wierton area and also the Canton-Massillon area.

Pursuant to Section 93.118(e)(4) of the Transportation Conformity Rule (40 CFR Part 93, Subpart A), the U.S. Environmental Protection Agency has reviewed the annual PM_{2.5} attainment demonstration plan as well as the transportation conformity budgets contained in the submittal. These documents contain MOBILE6 based Motor Vehicle Emission Budgets (MVEBs) for Steubenville, Ohio and for Canton (Stark County), Ohio.

The 2009 MVEBs for oxides of nitrogen (NO_x) and directly emitted fine particulate matter PM_{2.5} for the Steubenville, Ohio, and the Canton (Stark County), Ohio, annual PM_{2.5} nonattainment areas, listed in tons per day (tpd), are as follows:

Steubenville, Ohio

	PM_{2.5} (tpd)	NO_x (tpd)
2009	19.80	1208.81

Canton (Stark County), Ohio

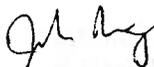
	PM_{2.5} (tpd)	NO_x (tpd)
2009	88.38	5103.36

to remand CAIR without vacating it. However, the court made no other changes to the July 11 opinion, remanding the case to EPA for further rulemaking consistent with this opinion. Therefore, the CAIR rule remains in place, but EPA must promulgate another rule consistent with the court's July 11 opinion. EPA has reviewed these motor vehicle emissions budgets in light of the remand of the CAIR rule and concluded that the budgets meet the conformity rule's adequacy criteria found at 40 CFR 93.118(e)(4). In particular, EPA has concluded that the motor vehicle emissions budgets satisfy the requirements of 40 CFR 93.118(e)(4)(iv) which requires that motor vehicle emissions budget(s), when considered together with all other emissions sources, is consistent with applicable requirements for attainment. EPA bases this conclusion on the overall reduction in NO_x emissions from all sources and the modeled attainment demonstration for annual PM_{2.5} which was submitted as part of the State Implementation Plan.

The Transportation Conformity Rule spells out limited technical and administrative criteria that EPA must use to determine the adequacy of submitted MVEBs for transportation conformity purposes. EPA also described the process for determining the adequacy of submitted MVEBs in a May 14, 1999, memorandum entitled "Conformity Guidance on Implementation of March 2, 1999, Conformity Court Decision." EPA followed this guidance in making this adequacy determination. EPA opened the public comment period on the adequacy of the submitted MVEBs by posting them to the EPA Office of Transportation and Air Quality's adequacy review website (<http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm>) on September 1, 2009. The comment period closed on October 1, 2009, and no comments were received.

EPA will publish a notice in the Federal Register announcing this finding. If you have any questions regarding this finding, please feel free to call me or Patricia Morris, of my staff, at (312) 353-8656.

Sincerely,



John Mooney, Chief
Criteria Pollutant Section