



Part 7/10

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

OCT 04 2007

Nancy Wrona, Director
Air Quality Division
Arizona Department of Environmental Quality
1110 West Washington Street
Phoenix, AZ 85007

Dennis Smith, Executive Director
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, AZ 85003

RE: Adequacy Status of Motor Vehicle Emissions Budgets in
Eight-Hour Ozone Plan for the Maricopa Nonattainment
Area (June 2007)

Dear Ms. Wrona and Mr. Smith:

We have found adequate for transportation conformity purposes the motor vehicle emissions budgets in the *Eight-Hour Ozone Plan for the Maricopa Nonattainment Area* (June 2007) ("2007 MAG Eight-Hour Ozone Plan"). As a result of our adequacy finding, the Maricopa Association of Governments (MAG) and the Federal Highway Administration must use these budgets in future conformity analyses once the finding becomes effective.

By letter dated June 13, 2007, the Arizona Department of Environmental Quality (ADEQ) submitted the 2007 MAG Eight-Hour Ozone Plan to EPA as a revision to the Arizona State Implementation Plan (SIP). The plan identifies regional motor vehicle emission budgets (calculated for a Thursday in June 2008) in the table below:

MOTOR VEHICLE EMISSIONS BUDGETS (metric tons per day, mtpd)		
Budget Year	VOC (mtpd)	NOx (mtpd)
2008	67.9	138.2

On August 1, 2007, we announced receipt of the 2007 MAG Eight-Hour Ozone Plan on the Internet and requested public comment on the adequacy of the motor vehicle emissions budgets by August 31, 2007. We did not receive any comments during the comment period.

This letter transmits our decision that the motor vehicle emissions budgets contained in the 2007 MAG Eight-Hour Ozone Plan are adequate for transportation conformity decisions. After reviewing the MAG Eight-Hour Ozone Plan, including responses to public comments on that plan, we have preliminarily determined that it provides for attainment of the eight-hour ozone standard in the Phoenix-Mesa nonattainment area. We have detailed our adequacy findings in the enclosure. A copy of this letter and its enclosure will soon be posted on the Internet at <http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm>. We will also announce the adequacy finding in the Federal Register. The finding will become effective 15 days after the Federal Register announcement.

If you have any questions regarding this adequacy finding, please contact Colleen McKaughan at (520) 498-0118 or Wienke Tax at (520) 622-1622.

Sincerely,



Deborah Jordan
Director, Air Division

Enclosure

cc: Bob O'Loughlin, FHWA
Ed Stillings, FHWA
Leslie Rogers, FTA
Beverly Chenausky, ADOT
Lindy Bauer, MAG
Diane Arnst, ADEQ

Enclosure

**Transportation Conformity Adequacy Review
Eight-Hour Ozone Attainment Plan**

Adopted June 13, 2007, Submitted June 13, 2007

Adequacy Review Criteria (40 CFR part 93)		Is Criterion Satisfied?	Reference in SIP document/comments
Sec. 93.118(e)(4)(i)	The plan was endorsed by the Governor (or designee) and was subject to a public hearing by the State.	Y	As documented in the transmittal letter dated June 13, 2007 from Stephen A. Owens, Director, ADEQ, to Wayne Nastri, Regional Administrator, EPA Region 9, the 2007 MAG Eight-Hour Ozone Plan has been adopted as a revision to the Arizona SIP pursuant to Arizona law. Appendices, Volume 2, Appendix B, Exhibit 1 of the plan contains documentation of joint public hearings held by ADEQ and MAG on June 1 and June 4, 2007.
Sec. 93.118(e)(4)(ii)	The plan was developed through consultation with federal, state and local agencies; full implementation plan documentation was provided to EPA and EPA's stated concerns, if any, were addressed.	Y	Documentation accompanying the plan describes a public and agency outreach effort. The development of the plan was discussed by the interagency Air Quality Planning Team (MAG, Maricopa County, EPA, ADEQ, ADOT) and the plan was reviewed by the MAG Air Quality Technical Advisory Committee (environmental managers of MAG member agencies, members of the public, representatives of environmental and business interests, and others), the MAG Management Committee (managers of MAG member agencies) and the MAG Regional Council (elected officials of MAG member agencies). EPA received a copy of the draft plan and EPA's comments were largely addressed.
Sec. 93.118(e)(4)(iii)	The motor vehicle emission budgets are clearly identified and	Y	The budgets are found on page 5-14 of the plan.

	precisely quantified.		
Sec. 93.118(e)(4)(iv)	The motor vehicle emissions budgets, when considered together with all other emission sources, are consistent with applicable requirements for reasonable further progress, attainment, or maintenance (whichever is relevant to the given plan).	Y	EPA has preliminarily concluded that the 2007 MAG Eight-Hour Ozone Plan demonstrates attainment in the Phoenix-Mesa nonattainment area and that the motor vehicle emissions budgets are consistent with that demonstration.
Sec. 93.118(e)(4)(v)	The plan shows a clear relationship between the emissions budgets, control measures and the total emissions inventory.	Y	Chapter 5 of the 2007 MAG Eight-Hour Ozone Plan shows the relationship between the emission budgets, attainment measures, contingency measures and total emissions inventory. Specifically, the modeling emissions inventories are presented in tables 5-3 (for VOC) and 5-4 (for NOx) and discussed on pages 5-5 through 5-8 of the plan. MAG provides documentation for the modeling inventories in Appendices, Volume 1, Appendix A, Exhibit 2, Section III-1. The attainment measures used for numeric credit are listed in table 5-1, and the associated emissions reductions are shown in table 5-2. As described in tables 5-3 and 5-4, anthropogenic VOC and NOx emissions estimates have been increased by 3% to account for expected increases in underlying population and employment forecasts, and onroad motor vehicle estimates for NOx have been increased by 5% to provide a safety margin for that ozone precursor. Table 5-5 of the plan shows that

			<p>modeled ozone concentrations at the various monitoring sites (including the 3% increase (for VOC and NOx) and 5% increase (for NOx) described above are less than the 8-hour ozone NAAQS. The concentrations presented in table 5-5 reflect the reductions from the various attainment measures. As explained on page 5-14 of the plan, since the modeling domain and related inventories correspond to an area that is larger than the Phoenix-Mesa 8-hour ozone nonattainment area, MAG adjusted the onroad motor vehicle emissions estimates (used to demonstrate attainment) downwards to develop the corresponding motor vehicle emissions budgets for VOC and NOx for the geographic area that constitutes the 8-hour ozone nonattainment area.</p>
Sec. 93.118(e)(4)(vi)	<p>Revisions to previously submitted control strategy or maintenance plans explain and document any changes to any previous submitted budgets and control measures; impacts on point and area source emissions; any changes to established safety margins (see 93.101 for definition), and reasons for the changes (including the basis for any changes to emission</p>	Y	<p>In 2005, EPA approved VOC and NOx motor vehicle emissions budgets as part of the Agency's approval of the MAG 2004 1-Hour Ozone Maintenance Plan and redesignation request ("2004 plan"). See 70 FR 34362 (June 14, 2005). The budgets found adequate in this action do not constitute a revision to the previously approved budgets in the 2004 plan since that plan was written for a different form of the ozone standard.</p>

	factors or estimates of vehicle miles traveled).		
Sec. 93.118(e)(5)	EPA has reviewed the State's compilation of public comments and response to comments that are required to be submitted with any implementation plan.	Y	MAG compiled public comments submitted during the June 1 and 4, 2007 public hearings and during the public comment period. These comments and the responses are included in Appendices, Volume 2, Appendix B, Exhibit 1 of the plan. We have reviewed the compilation of comments and responses and find MAG's responses to be acceptable. No issues that might have affected our adequacy finding remain unanswered.
Reviewer: Wienke Tax			Date of Review: September 11, 2007