



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

March 11, 2004

Ms. Catherine Witherspoon
Executive Officer
California Air Resources Board
1001 I Street
Sacramento, California 95812

Dear Ms. Witherspoon:

We have found adequate for transportation conformity purposes the motor vehicle emission budgets in the South Coast 2003 Air Quality Management Plan (2003 AQMP) for the 1-hour ozone, PM-10, carbon monoxide (CO), and nitrogen dioxide (NO₂) standards (local adoption 8/1/03, State adoption 10/23/03). As a result of our adequacy findings, the Southern California Association of Governments (SCAG) and the Federal Highway Administration must use these budgets in future conformity analyses once the findings become effective.

On 1/9/04, the Air Resources Board submitted the 2003 AQMP to EPA. The plan identifies the following regional motor vehicle emission budgets for the South Coast Air Basin: 1-hour ozone budgets for volatile organic compounds (VOC) and nitrogen oxides (NO_x) (summer) for the years 2005, 2008, and 2010; PM-10 budgets for VOC, NO_x, and PM₁₀ (annual average) for the years 2003 and 2006; CO budget for CO (winter) for the year 2002; and nitrogen dioxide (NO₂) budget for NO_x (winter) for the year 2003. The specific budgets for these pollutants and precursors are shown in the first enclosure to this letter. We announced receipt of the plan on the Internet and requested public comment by 2/23/04. We received no comments during the comment period.

This letter transmits our decision that the motor vehicle emissions budgets in the 2003 AQMP are adequate for transportation conformity decisions for the four pollutants addressed. After reviewing the plan, we have preliminarily determined that it provides for progress and attainment of the 1-hour ozone, PM-10, and CO standards and for continued maintenance of the NO₂ standard in the South Coast. We have detailed our adequacy findings in the enclosures. A copy of this letter and its enclosures will soon be posted on the Internet at:

<http://www.epa.gov/oms/transp/conform/pastsips.htm>.

We will also announce the adequacy findings in the Federal Register. The findings will become effective 15 days after the Federal Register announcement. Consistent with the State's requests and our previous rulemaking on California's budgets (67 FR 69139, 11/15/02; 68 FR 19316, 4/18/03), our approval of the pre-existing budgets for these plans and pollutants expires on the effective date of our adequacy finding for these new replacement budgets.

The methodology for estimating paved road dust emissions is consistent with EPA's AP-42 emissions factors, with one exception: California did not use correction factor C in the current version of AP-42, which subtracts out MOBILE6.2 1980 fleet exhaust emissions, brake wear, and tire wear. California-specific roadway silt loading inputs to the emission factor equation were derived from measurements by Midwest Research Institute. The unpaved road dust emissions factor was based on measurements performed by the University of California, Davis, and the Desert Research Institute. We are specifically approving the State's reentrained dust methodologies for paved and unpaved roads for use in future conformity analyses.

If you have any questions regarding these adequacy findings, please contact Dave Jesson at (415) 972-3957.

Sincerely,

[Matt Haber, for]

Deborah Jordan
Acting Director, Air Division

Enclosures (5)

cc: Bob O'Loughlin, FHWA
Sandra Balmar, FHWA
Sue Kiser, FHWA
Leslie Rogers, FTA
Sharon Scherzinger, Caltrans
Elaine Chang, SCAQMD
Charles Keynejad, SCAG

Enclosure 1

South Coast 2003 AQMP Motor Vehicle Emissions Budgets

OZONE BUDGETS (SUMMER PLANNING, TONS PER DAY)			
Year	2005	2008	2010
VOC	263	216	155
NOx	546	464	352
PM-10 BUDGETS (ANNUAL AVERAGE, TONS PER DAY)			
Year	2003	2006	
VOC	311	251	
NOx	635	549	
PM-10	168	166	
CARBON MONOXIDE BUDGETS (WINTER PLANNING, TONS PER DAY)			
Year		2002	
CO		3361	
NITROGEN DIOXIDE BUDGETS (WINTER PLANNING, TONS PER DAY)			
Year		2003	
NOx		686	
Note: Ozone, PM-10, and CO budgets are for attainment plans; NO ₂ budgets are for a maintenance plan. The 2010 budgets for ozone include reductions in the State's onroad commitments in ARB Resolutions 03-22 and 03-23.			

Enclosure 2

Transportation Conformity Adequacy Review

Revised South Coast 1-Hour Ozone Attainment Plan

Adopted August 1, 2003 and October 23, 2003, Submitted January 9, 2004

TRANSPORTATION REVIEW CRITERIA		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	The January 9, 2004 transmittal letter submitting the plan was sent by ARB's Executive Officer, Catherine Witherspoon, the governor's designee. Documentation accompanying the submittal describes both state and local level public hearings.
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 an extensive public and agency outreach effort. See 8/7/03 letter from Wallerstein to Witherspoon; Response to Comments on the Draft 2003 Air Quality Management Plan (6/03); and Addendum to the Proposed Modifications to the Draft 2003 Air Quality Management Plan and Additional Comments and Responses (7/03). EPA received a copy of the draft plan and EPA's comments were addressed.
Sec. 93.118(e)(4)(iii)	The motor vehicle emission budgets are clearly identified and precisely quantified.	Y	The motor vehicle budgets are clearly identified and precisely quantified. See ARB Staff Report (8/25/03), pages 54-55; ARB Resolution 3-23.

TRANSPORTATION REVIEW CRITERIA		IS CRITERION SATISFIED?	REFERENCE IN SIP DOCUMENT/COMMENTS
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 submitted SIP demonstrates progress and attainment in the South Coast by 2010 and that the MVEBs 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	The emission inventory for all point, area and motor vehicle for 2005, 2008, and 2010 is presented in the 2003 AQMP, Appendix III, Base and Future Year Emission Inventories. The control measures are set out in Appendix IV, which provides emission reductions from the control strategy for VOC and NOx for each budget year. Budgets are calculated as emission inventory minus reductions from control measures. No credit, however is taken for long-term measures; EPA concurs that this is a valid approach.

TRANSPORTATION REVIEW CRITERIA		IS CRITERION SATISFIED?	REFERENCE IN SIP DOCUMENT/COMMENTS
Sec. 93.118(e)(4)(vi)	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 factors or estimates of vehicle miles traveled).	Y	Budgets submitted in the 1997 Ozone Attainment Plan as amended in 1999 were approved. See 65 FR 18903 (4/10/00). As set forth in EPA's rulemaking limiting the duration of our approvals of budgets in certain California SIPs, these previously approved budgets will be replaced by new budgets at the time of the adequacy finding. The reasons for the changes to the budgets and the ROP and attainment demonstrations are set forth in the 2003 AQMP. These reasons include shifting from EMFAC7G to EMFAC2002, updating planning assumptions generally, and enhancing the air quality modeling.
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	SCAQMD held 6 public workshops, 4 public hearings, and one adoption hearing before the SCAQMD Board on 8/1/03. Comments were received during these workshops and hearings, and comments and SCAQMD responses to comments were provided as Enclosures I (E) and (F) to the submittal.
Reviewers: Dave Jesson, Karina O'Connor			Date of Review: 3/2/04

Enclosure 3

Transportation Conformity Adequacy Review

Revised South Coast PM-10 Attainment Plan

Adopted August 1, 2003 and October 23, 2003, Submitted January 9, 2004

TRANSPORTATION REVIEW CRITERIA		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	The January 9, 2004 transmittal letter submitting the plan was sent by ARB's Executive Officer, Catherine Witherspoon, the governor's designee. Documentation accompanying the submittal describes both state and local level public hearings.
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 an extensive public and agency outreach effort. See 8/7/03 letter from Wallerstein to Witherspoon; Response to Comments on the Draft 2003 Air Quality Management Plan (6/03); and Addendum to the Proposed Modifications to the Draft 2003 Air Quality Management Plan and Additional Comments and Responses (7/03). EPA received a copy of the draft plan and EPA's comments were addressed.
Sec. 93.118(e)(4)(iii)	The motor vehicle emission budgets are clearly identified and precisely quantified.	Y	The motor vehicle budgets are clearly identified and precisely quantified. See ARB Staff Report (8/25/03), pages 54 and 56.

TRANSPORTATION REVIEW CRITERIA		IS CRITERION SATISFIED?	REFERENCE IN SIP DOCUMENT/COMMENTS
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 submitted SIP demonstrates progress in 2003 and attainment in the South Coast by 2006 and that the MVEBs 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	The emission inventory for all point, area and motor vehicle for 2003 and 2006 is presented in the 2003 AQMP, Appendix III, Base and Future Year Emission Inventories. The control measures are set out in Appendix IV, which provides emission reductions from the control strategy for PM-10, VOC, and NOx for each budget year. Budgets are calculated as emission inventory minus reductions from control measures.

TRANSPORTATION REVIEW CRITERIA		IS CRITERION SATISFIED?	REFERENCE IN SIP DOCUMENT/COMMENTS
Sec. 93.118(e)(4)(vi)	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 factors or estimates of vehicle miles traveled).	Y	Budgets for 2003, 2006, 2010, and 2020 submitted in the 2002 Status Report were approved along with the initial PM-10 attainment plan for the South Coast. See 68 FR 19316 (4/18/03). As set forth in EPA's rulemaking, the previously approved budgets for 2003 and 2006 will be replaced by new budgets at the time of the adequacy finding. The budgets for 2010 and 2020 were voluntary and, at the request of the State, will expire at the time of the adequacy finding on this new SIP. The reasons for the changes to the budgets and the ROP and attainment demonstrations are set forth in the 2003 AQMP. These reasons include shifting from EMFAC7G to EMFAC2002, updating planning assumptions generally, and enhancing the air quality modeling.
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	SCAQMD held 6 public workshops, 4 public hearings, and one adoption hearing before the SCAQMD Board on 8/1/03. Comments were received during these workshops and hearings, and comments and SCAQMD responses to comments were provided as Enclosures I (E) and (F) to the submittal.
Reviewers: Dave Jesson, Karina O'Connor			Date of Review: 3/2/04

Enclosure 4

Revised South Coast Carbon Monoxide Attainment Plan

Adopted August 1, 2003, and October 23, 2003, Submitted January 9, 2004

TRANSPORTATION REVIEW CRITERIA		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	The January 9, 2004 transmittal letter submitting the plan was sent by ARB's Executive Officer, Catherine Witherspoon, the governor's designee. Documentation accompanying the submittal describes both state and local level public hearings.
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 an extensive public and agency outreach effort. See 8/7/03 letter from Wallerstein to Witherspoon; Response to Comments on the Draft 2003 Air Quality Management Plan (6/03); and Addendum to the Proposed Modifications to the Draft 2003 Air Quality Management Plan and Additional Comments and Responses (7/03). EPA received a copy of the draft plan and EPA's comments were addressed.
Sec. 93.118(e)(4)(iii)	The motor vehicle emission budgets are clearly identified and precisely quantified.	Y	The motor vehicle budgets are clearly identified and precisely quantified. See ARB Staff Report (8/25/03), pages 54 and 57.

TRANSPORTATION REVIEW CRITERIA		IS CRITERION SATISFIED?	REFERENCE IN SIP DOCUMENT/COMMENTS
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 submitted SIP demonstrates attainment in the South Coast by 2002 and that the MVEBs 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	The emission inventory for all point, area and motor vehicle for 2002 is presented in the 2003 AQMP, Appendix III, Base and Future Year Emission Inventories. The emissions inventory and budget are based on fully adopted regulations (primarily State and Federal mobile source emissions standards), and do not take credit for any new control measures.
Sec. 93.118(e)(4)(vi)	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 factors or estimates of vehicle miles traveled).	Y	There are no previously approved budgets for CO. The reasons for the changes to the attainment demonstrations are set forth in the 2003 AQMP. These reasons include shifting from EMFAC7F to EMFAC2002, updating planning assumptions generally, and enhancing the air quality modeling.

TRANSPORTATION REVIEW CRITERIA		IS CRITERION SATISFIED?	REFERENCE IN SIP DOCUMENT/COMMENTS
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	SCAQMD held 6 public workshops, 4 public hearings, and one adoption hearing before the SCAQMD Board on 8/1/03. Comments were received during these workshops and hearings, and comments and SCAQMD responses to comments were provided as Enclosures I (E) and (F) to the submittal.
Reviewers: Dave Jesson, Karina O'Connor			Date of Review: 3/2/04

Enclosure 5

Transportation Conformity Adequacy Review

Revised South Coast Nitrogen Dioxide Maintenance Plan

Adopted August 1, 2003 and October 23, 2003, Submitted January 9, 2004

TRANSPORTATION REVIEW CRITERIA		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	The January 9, 2004 transmittal letter submitting the plan was sent by ARB's Executive Officer, Catherine Witherspoon, the governor's designee. Documentation accompanying the submittal describes both state and local level public hearings.
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 an extensive public and agency outreach effort. See 8/7/03 letter from Wallerstein to Witherspoon; Response to Comments on the Draft 2003 Air Quality Management Plan (6/03); and Addendum to the Proposed Modifications to the Draft 2003 Air Quality Management Plan and Additional Comments and Responses (7/03). EPA received a copy of the draft plan and EPA's comments were addressed.
Sec. 93.118(e)(4)(iii)	The motor vehicle emission budgets are clearly identified and precisely quantified.	Y	The motor vehicle budgets are clearly identified and precisely quantified. See ARB Staff Report (8/25/03), pages 54 and 57.

TRANSPORTATION REVIEW CRITERIA		IS CRITERION SATISFIED?	REFERENCE IN SIP DOCUMENT/COMMENTS
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 submitted SIP demonstrates continued maintenance in the South Coast and that the MVEBs 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	The emission inventory for all point, area and motor vehicle for 2003 is presented in the 2003 AQMP, Appendix III, Base and Future Year Emission Inventories. The emissions inventory and budget are based on fully adopted regulations (primarily State and Federal mobile source emissions standards), and do not take credit for any new control measures.

TRANSPORTATION REVIEW CRITERIA		IS CRITERION SATISFIED?	REFERENCE IN SIP DOCUMENT/COMMENTS
Sec. 93.118(e)(4)(vi)	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 factors or estimates of vehicle miles traveled).	Y	The budget submitted in the 1997 NO2 Maintenance Plan was approved. See 63 FR 39747 (7/24/98). As set forth in EPA's rulemaking limiting the duration of our approvals of budgets in certain California SIPs, these previously approved budgets will be replaced by new budgets at the time of the adequacy finding. The reasons for the changes to the budget and the maintenance demonstration are set forth in the 2003 AQMP. These reasons include shifting from EMFAC7G to EMFAC2002, updating planning assumptions generally, and enhancing the air quality modeling.
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	SCAQMD held 6 public workshops, 4 public hearings, and one adoption hearing before the SCAQMD Board on 8/1/03. Comments were received during these workshops and hearings, and comments and SCAQMD responses to comments were provided as Enclosures I (E) and (F) to the submittal.
Reviewers: Dave Jesson, Karina O'Connor			Date of Review: 3/2/04

