

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103

The Honorable David K. Paylor, Director
Virginia Department of Environmental Quality
629 East Main Street
Richmond, VA 23219

DEC 12 2012

Dear Mr. Paylor:

On June 12, 2007, the Commonwealth of Virginia submitted a proposed State Implementation Plan (SIP) revision entitled "Plan to Improve Air Quality in the Washington, DC-MD-VA Region." This SIP revision submittal contained proposed motor vehicle emissions budgets (MVEBs) for 2009 and 2010.

On September 27, 2012, we posted the availability of these budgets for the Metropolitan Washington, D.C. 8-Hour Ozone Nonattainment Area on EPA's conformity website for the purpose of soliciting public comment. The comment period closed on October 29, 2012. We received no comments on the proposed MVEBs.

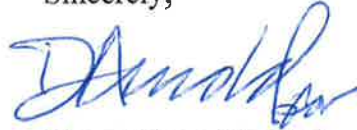
We have reviewed the MVEBs in the proposed SIP revision in accordance with the procedures and criteria for review in the Conformity Rule at 40 CFR Part 93, Section 93.118(e)(4)(i) through (vi) and (e)(5). This letter transmits our decision that the 2009 and 2010 MVEBs contained in the SIP revision are adequate for transportation conformity purposes. We had previously found adequate the 2008 MVEBs.

The 2009 and 2010 MVEBs are consistent with the required attainment plan for the 8-Hour Ozone Nonattainment area. These MVEBs serve to strengthen the SIP through continued progress towards attainment and ensure that motor vehicle emissions remain consistent with the emissions levels provided for in the SIP. A copy of this letter 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.

The Technical Support Document (TSD) entitled, "Adequacy Findings for the Motor Vehicle Emissions Budgets in the 2009 Attainment Plan and 2010 Contingency Plan for the Metropolitan Washington, D.C. 8-Hour Ozone Nonattainment Area (DC-MD-VA)" is an enclosure to this letter. This TSD details our review of the budgets.

If you or your staff, have any questions, please feel free to contact Ms. Donna Mastro, Acting Associate Director, Office of Air Program Planning, at (215) 814-2777 or Mr. Martin Kotsch at 215-814-3335.

Sincerely,



Diana Esher, Director
Air Protection Division

Enclosure

cc:

Mike Dowd (VADEQ)
Doris Mcleod (VADEQ)
Tom Ballou (VADEQ)
Jim Ponticello (VADOT)
Joan Rohlfs (MWAQC)

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103**

November 29, 2012

SUBJECT: Technical Support Document (TSD) - Adequacy Findings for the Motor Vehicle Emissions Budgets in the 2009 Attainment Plan and 2010 Contingency Plan for the Metropolitan Washington, D.C. 8-Hour Ozone Nonattainment Area (DC-MD-VA)

FROM: 
Martin T. Kotsch
Environmental Engineer (3AP30)

TO: Administrative Record for the Adequacy Findings for the Motor Vehicle Emissions Budgets in the 2009 Attainment Plan and 2010 Contingency Plan for the Washington, D.C. 8-Hour Ozone Nonattainment Area (DC-MD-VA)

THRU: Donna Mastro, Acting Associate Director
Office of Air Program Planning (3AP30)



I. Administrative Requirements for Making Adequacy Findings

We have followed the process for determining the adequacy of the submitted State Implementation Plan (SIP) Motor Vehicle Emissions Budgets (MVEBs) in accordance with the procedures listed in the January 2008 Conformity Regulations contained in 40 CFR 93.102 (“Geographical applicability”) and 40 CFR 93.118(f) (“Adequacy review process for implementation plan submissions”).

By transmittal letters dated as shown in Table 1 below, the State of Maryland, the Commonwealth of Virginia and the District of Columbia each formally submitted a combined 2009 Attainment Demonstration Plan (hereafter the 2009 attainment plan) for Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x) and a 2010 contingency plan with a MVEB for NO_x only for the Metropolitan Washington, D.C. 8-hour nonattainment area (hereafter, the Washington D.C. area).

Table 1 State SIP Submission Dates

Jurisdiction	Submittal Date
Maryland	June 4, 2007
Virginia	June 12, 2007
District of Columbia	June 12, 2007

Shown below in Table 2 are the budgets from the 2009 attainment plan and 2010 contingency plan submittal.

Table 2

The Budgets of the Washington, D.C. 2009 Attainment Plan and 2010 Contingency Plan

Plan Submittal	Milestone Year	Mobile Vehicle Emissions Budget for VOCs -Tons Per Day	Mobile Vehicle Emissions Budget for NOx-Tons Per Day
Attainment Plan	2009	66.5	146.1
Contingency Plan	2010	N/A	144.3

II. Evaluation of the Adequacy of the MVEBs Budgets in the 2009 Attainment Plan and 2010 Contingency Plan for the Washington, D.C. Area 8-Hour Nonattainment Area Submitted By MDE, VADEQ and DCDOE

In this TSD, we are evaluating for conformity purposes the MVEBs associated with the 2009 attainment plan and 2010 contingency plan contained in the submittals. We are using the evaluation criteria detailed in the Transportation Conformity Rule, 40 CFR 93.118 (e)(4)(i) through (vi) and (e)(5). The evaluation is presented in Table 3, below.

Table 3

Adequacy of the MVEBs Contained in the 2009 Attainment Plan and 2010 Contingency Plan for the Washington, D.C. 8-Hour Ozone Nonattainment Area

Transportation Conformity Rule 40 CFR Part 93, Section 93.118	Review Criteria	Was the Criterion Satisfied? If Yes, How was this Criteria Satisfied?
Sec. 93.118(e)(4)(i)	Was the submitted revised plan endorsed by the Governor (or his or her designee) and subject to a State public hearing?	Yes. The submitted 2009 attainment plan and 2010 contingency plan were endorsed and submitted as a SIP revision by the Governor's designee, the Secretaries of Maryland Department of the Environment and Virginia Department of Environmental Quality and the Director of District of Columbia Department of the Environment. A public hearing on the SIP proposal was held in all three jurisdictions.
Sec. 93.118(e)(4)(ii)	Before the attainment demonstration was submitted to EPA, did consultation between federal, State and local agencies occur; was full implementation plan documentation provided to EPA, and was EPA's stated concerns, if any, addressed?	Yes. Consultation has occurred among all required Federal, State and local agencies.
Sec. 93.118(e)(4)(iii)	Was the motor vehicle emissions budget(s) clearly identified and precisely quantified?	Yes, the budgets are clearly identified on page 1-8 of the SIP submittal containing the, 2009 attainment plan and 2010 contingency plan.
Sec. 93.118(e)(4)(iv)	Is the motor vehicle emissions budget(s), when considered together with all other emission reductions, consistent with applicable requirements for attainment demonstrations?	EPA believes the budgets can be declared adequate because in conjunction with the other emission reductions, they demonstrate attainment for 2009 and are available as a contingency measure for 2010.

Sec. 93.118(e)(4)(v)	Is the motor vehicle emissions budget(s) consistent with and clearly related to the emissions inventory and the control measures in the Plan?	EPA believes that the budgets are clearly related to the emissions inventory and the control measures in the SIP submittal.
Sec. 93.118(e)(4)(vi)	Revisions to previously submitted attainment demonstrations: explain and document any changes to previously submitted budgets and control measures; impacts on point and area source emissions; any changes to established safety margins (see Sec. 93.101 for definition); and reasons for the changes (including the basis for any changes related to emission factors or estimates of vehicle miles traveled).	N/A this is a brand new National Ambient Air Quality Standard (NAAQS) that the area was designated nonattainment for and this was the initial control strategy SIP submitted by the state to address the new NAAQS.
Sec. 93.118(e)(5)	Did they provide and we review public comments and the State's responses to those comments with the submitted control strategy SIP?	N/A there was no comments submitted by the public on the SIP related to the proposed motor vehicle emissions budgets.

III. Findings

Based upon our review and evaluation of the MVEBs contained in the three jurisdictions submittals of the 2009 attainment plan and 2010 contingency plan for the Washington, D.C. for the PM_{2.5} nonattainment area, we find the MVEBs adequate for conformity purposes.

IV. The Applicable Motor Vehicle Emissions Budgets for Purposes of Demonstrating Conformity for 2009 and 2010 in the Washington, D.C. Area

The applicable MVEBs for purposes of demonstrating conformity are 146.1 tons/day of NOx for 2009, 144.3 tons/day of NOx for 2010 and 66.5 tons/year VOC for 2009.