

## Connecticut; Greater Connecticut Area, 15 Percent Rate-of-Progress

### Federal Register Dates:

October 24, 1997      Notice of Proposed Rulemaking, 62 FR 55368  
March 10, 1999      Final Rulemaking, 64 FR 12015

**EPA Approval Date:** The final rule approving the Greater Connecticut area 15 percent rate of progress and contingency plans was effective on May 10, 1999.

**State Submittal:** On December 30, 1994, the State of Connecticut formally submitted 15 percent rate-of-progress (ROP) and contingency plans as state implementation plan (SIP) revisions. Revisions to the 15 percent ROP were submitted to EPA on August 22, 1997; May 8, 1998; and June 24, 1998.

### Background/Prior Action:

The Greater Connecticut serious ozone area consists of Fairfield County (part – Shelton City), Hartford County, Litchfield County (part – all cities and townships except: Bridgewater Town, New Milford Town), Middlesex County, New Haven County, New London County, Tolland County, Windham County

Section 182(b)(1) of the CAA as amended in 1990 requires ozone nonattainment areas with classifications of moderate and above to develop plans to reduce area-wide anthropogenic VOC emissions by 15 percent from a 1990 baseline. These plans were to be submitted by November 15, 1993 and the reductions were required to be achieved within 6 years of enactment or November 15, 1996. The Clean Air Act also sets limitations on the creditability of certain types of reductions. Specifically, States cannot take credit for reductions achieved by Federal Motor Vehicle Control Program (FMVCP) measures (new car emissions standards) promulgated prior to 1990 or for reductions resulting from requirements to lower the Reid Vapor Pressure (RVP) of gasoline promulgated prior to 1990. Furthermore, the CAA does not allow credit for corrections to basic Vehicle Inspection and Maintenance Programs (I/M) or corrections to Reasonably Available Control Technology (RACT) rules as these programs were required prior to 1990.

In addition, section 172(c)(9) and 182(c)(9) of the CAA requires that contingency measures be included in the plan revision to be implemented if an area misses an ozone SIP milestone, or fails to attain the standard by the date required by the CAA.

### Summary:

EPA is approving the Greater Connecticut area 15 percent rate-of-progress and contingency plans as revisions to Connecticut's state implementation plan.

#### *Calculation of Required Reductions (Tons/Summer Day)*

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1990 Adjusted Base Year Inventory for 1996.....	388.3
Uncorrected 1996 Target Level.....	330.0
Corrected 1996 Target Level.....	325.7
Projected 1996 Inventory.....	308.6

Projected Emissions Less than Target Level

YES

**Contingency Measures:** States with moderate and above ozone nonattainment areas are required to submit sufficient contingency measures so that upon implementation of such measures, additional emission reductions of three percent of the adjusted base year inventory (or a lesser percentage that will make up the identified shortfall) would be achieved in the year after the failure has been identified. States must show that their contingency measures can be implemented with minimal further action on their part and with no additional rulemaking actions such as public hearings or legislative review.

The State determined that the serious area would need to achieve additional emission reductions beyond those generated by the 15 percent plan surplus for this area. The State chose to meet the remainder of this requirement using NO<sub>x</sub> emission reductions.

The state needs to identify 7.1 tpsd in NO<sub>x</sub> emission reduction credits to fulfill the contingency measure obligation for the serious area. Connecticut chose to meet the NO<sub>x</sub> contingency measure obligation using a portion of the emission reductions achieved by its NO<sub>x</sub> RACT rule. The State performed an analysis to determine the quantity of emission reductions generated by the rule which are beyond the reductions required by the CAA. The results of the analysis were included with the State's submittal, and indicate 3.4 tpsd surplus credit in the serious area. However, since the State's NO<sub>x</sub> RACT rule contains a Statewide NO<sub>x</sub> cap provision, which allows sources from the serious area to over-control and trade emission reduction credits to facilities in the severe area (and vice versa), the State will use a portion of the credit generated in the severe area to meet the remainder (3.7 tpsd) of the serious area's contingency obligation.

#### **Transportation Conformity Budgets:**

A control strategy SIP is required to establish a motor vehicle emission budget which places a cap on emissions that cannot be exceeded by predicted highway and transit vehicle emissions. The 1996 on-road mobile emissions provided in the 15 percent plan SIP submittal for the Greater Connecticut area are 71.1 tons/day volatile organic compounds (VOC), and 126.3 tons/day of nitrogen oxides (NO<sub>x</sub>). Fifteen percent plans are not required to establish NO<sub>x</sub> emission budgets for on-road mobile sources. Post 1996 motor vehicle emission budgets for the year 1999 of 61.6 tons/day volatile organic compounds (VOC), and 125.3 tons/day of nitrogen oxides (NO<sub>x</sub>) were approved into the SIP in lieu of the 15% Plan's VOC motor vehicle emission budget.

#### **Identification by rule name and/or number/citation of the regulations that have been approved by EPA as part of the SIP Plan:**

No new state regulations were approved into the Connecticut Implementation Plan as part of the Greater Connecticut area 15 percent Rate-of-Progress Plan.

The 15 percent Rate-of-Progress Plan and Contingency Plan also relied on a number of existing Connecticut State regulations and emission reduction programs including the following:

Non-CTG RACT

NOx RACT  
Gasoline Loading Racks  
Stage II + Tank Breathing  
Automobile Refinishing,  
Architectural and Industrial Maintenance Coatings  
Cutback asphalt (RE imp.)  
Reform, other gas market  
On-road mobile strategies (I/M, Reform, Tier 1)  
Reform, Off Road  
Connecticut's Stationary Source VOC RACT regulation.

**Other Commitments:**

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