

Connecticut; New York - Northern New Jersey - Long Island 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 Connecticut portion of the New York - Northern New Jersey - Long Island 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 Connecticut portion of the New York - Northern New Jersey - Long Island area severe ozone area consists of all cities and townships in Fairfield County except Shelton City; and the Towns of Bridgewater and New Milford in Litchfield 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 Connecticut portion of the New York - Northern New Jersey - Long Island area 15 percent rate-of-progress and contingency plans as revisions to Connecticut's state implementation plan.

Calculation of Required Reductions (Tons/Summer Day)

1990 Adjusted Base Year Inventory for 1996.....	121.4
Uncorrected 1996 Target Level.....	103.2

Corrected 1996 Target Level.....	101.8
Projected 1996 Inventory.....	93.7

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.

Due to the lack of implementation of the employee commute program in the NY– NJ–CT area, the adjusted surplus is 3.7 tpsd for that area. This equals the contingency obligation for this area, and so no additional reductions are needed for the NY–NJ–CT area.

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 Connecticut portion of the New York - Northern New Jersey - Long Island area are 23.2 tons/day volatile organic compounds (VOC), and 39.4 tons/day of nitrogen oxides (NO_x). Fifteen percent plans are not required to establish NO_x emission budgets for on-road mobile sources. Post 1996 motor vehicle emission budgets for the year 1999 of 20.5 tons/day volatile organic compounds (VOC), and 39.4 tons/day of nitrogen oxides (NO_x) 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 New York - Northern New Jersey - Long Island area 15 percent Rate-of-Progress Plan.

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

- Non-CTG 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:

EPA Region 1 Contact: Donald O. Cooke, (617) 918-1668.
Robert McConnell, (617) 918-1046