

## **Connecticut; New York - Northern New Jersey - Long Island Area, Post-1999 Rate-of-Progress**

### **Federal Register Dates:**

August 10, 2001 Notice of Proposed Rulemaking, 66 FR 42172

December 11, 2001 Final Rulemaking, 66 FR 63921

February 4, 2004 Final Rule 69 FR 5286

(Re-calculated MOBILE6 motor vehicle emission budgets for Year 2007)

**EPA Approval Date:** The final rule approving the Connecticut portion of the New York - Northern New Jersey - Long Island area Post-1999 rate of progress plan was effective on January 10, 2002.

**State Submittal:** Connecticut submitted a pre-hearing draft post-1999 ROP plan to EPA on April 11, 2001. The State submitted its draft for public hearing to EPA on June 4, 2001, and requested that EPA parallel process the revision. The State held a public hearing on these ROP plans on July 10, 2001. On October 15, 2001, the State of Connecticut formally submitted the post-1999 rate-of-progress (ROP) plan as state implementation plan (SIP) revisions.

### **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.

The post-1999 ROP plan documents how Connecticut complied with the provisions of section 182 (c)(2)(B) of the Federal Clean Air Act (the Act). This section of the Act requires that serious and above ozone nonattainment areas develop rate-of-progress (ROP) plans to reduce ozone forming pollutant emissions by 3 percent a year, averaged over each consecutive 3 year period beginning in 1996, until the area reaches its attainment date. The first set of emission reductions are required to occur between November 1996 and November 1999, and are referred to as post-1996 ROP plan reductions, which will yield an overall reduction of nine percent of the combined 1990 VOC and NOX emission levels. Additional emission reductions are required to meet the ROP requirement from 1999 to the attainment year (2007 attainment year for the New York - Northern New Jersey - Long Island area), including ROP target level calculations for 2002, 2005 and 2007.

### **Summary:**

EPA is approving the Connecticut portion of the New York - Northern New Jersey - Long Island area post-1999 rate-of-progress plan as revisions to Connecticut's state implementation plan.

The manner in which states are to determine the required level of emission reductions is described in an EPA guidance document entitled, "Guidance on the Post-1996 Rate-of-Progress Plan and the Attainment Demonstration" (EPA 452-93-015.) The calculation procedure is

similar to the one used to determine prior ROP obligations in Connecticut.

**Contingency Measures:**

Ozone nonattainment areas classified as serious or above must submit to the EPA, pursuant to section 182(c)(9) of the Act, contingency measures to be implemented if an area misses an ozone SIP milestone.

Connecticut has met its contingency measure obligation by using surplus emission reductions generated by the control measures in its post-1999 ROP plan.

**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.

CONFORMITY BUDGETS IN THE POST-1999 ROP PLAN			
	Year 2002	Year 2005	Year 2007
VOC (tpsd)	15.20	11.42	9.69
NOx (tpsd)	38.39	29.01	23.68

NOTE: On February 4, 2004 (69 FR 5286) EPA approved recalculated MOBILE6.2 motor vehicle emission budgets for the year 2005 and year 2007 which replaced the MOBILE5b motor vehicle emission budgets identified in the Post-1999 and Attainment Plans. On June 17, 2003 CT DEP submitted 2005 and 2007 motor vehicle emission budgets recalculated with MOBILE6.2. EPA approved the MOBILE6.2 budgets into the Connecticut SIP on February 4, 2004 (69 FR 5286). As a result, all new and revised Transportation Plans and Transportation Improvement Programs that require a conformity determination must conform to the 1999 budgets of 20.5 tons/day volatile organic compounds (VOC), and 39.4 tons/day of nitrogen oxides (NOx) for conformity analysis years prior to 2002; conform to 2002 budgets of 15.2 tons/day volatile organic compounds (VOC), and 38.4 tons/day of nitrogen oxides (NOx) for conformity analysis years 2002 up to 2005; conform to MOBILE6.2 2005 budgets of 19.5 tons/day volatile organic compounds (VOC), and 36.8 tons/day of nitrogen oxides (NOx) for conformity analysis years 2005 up to 2007; and, conform to MOBILE6.2 2007 budgets of 16.4 tons/day volatile organic compounds (VOC), and 29.7 tons/day of nitrogen oxides (NOx) for conformity analysis years 2007 and later.

**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 Connecticut portion of the New York - Northern New Jersey - Long Island area Post-1999 Rate-of-Progress Plan.

The Post-1999 Rate-of-Progress Plan relied on a number of existing Connecticut State regulations and emission reduction programs to achieve attainment including the following:

On-board Refueling Vapor Recovery  
Federal Motor Vehicle Control program  
Federal Non-road Gasoline Engines  
Federal Non-road Heavy Duty diesel engines  
AIM Surface Coatings  
Consumer & commercial products  
Enhanced Inspection & Maintenance  
NO<sub>x</sub> RACT  
VOC RACT pursuant to sections 182(a)(2)(A) and 182(b)(2)(B) of Clean Air Act.  
VOC RACT pursuant to sections 182(b)(2)(A) and (C) of Clean Air Act.  
Stage II Vapor Recovery  
Stage I Vapor Recovery  
Reformulated Gasoline  
National Low Emission Vehicle (NLEV)  
Clean Fuel Fleets  
15% VOC Reduction Plan  
Enhanced Rule Effectiveness  
9% rate of progress plans  
OTC NO<sub>x</sub> MOU Phase II  
EPA NO<sub>x</sub> SIP call  
Municipal Waste Combustor rule  
Regional or Local Control Measures

**Other Commitments:**

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