



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

May 19, 2003

Ms. Catherine Witherspoon
Executive Officer
California Air Resources Board
P.O. Box 2815
1001 I Street
Sacramento, CA 95812

Dear Ms. Witherspoon:

We have found adequate for transportation conformity purposes the following motor vehicle emissions budgets in the Final 2001 Clean Air Plan for Santa Barbara County (December 2002): 11.91 tons per day (tpd) volatile organic compounds (VOC) and 19.59 tpd nitrogen oxides (NO_x) for 2005, and 5.90 tpd VOC and 9.75 tpd NO_x for 2015. As a result of our adequacy finding, the Santa Barbara County Association of Governments, the Federal Highway Administration, and the Federal Transit Authority must use these budgets in future conformity analyses.

On March 2, 1999, the United States Court of Appeals for the District of Columbia Circuit issued a decision on *Environmental Defense Fund v. Environmental Protection Agency*, No. 97-1637, that we must make an affirmative determination that the submitted motor vehicle emissions budgets contained in State Implementation Plans (SIPs) are adequate before they are used to determine the conformity of Transportation Improvement Programs or Long Range Transportation Plans. In response to the court decision, we make any submitted SIP revision containing a control strategy plan available for public comment and respond to these comments before announcing our adequacy determination.

On December 19, 2002, the Board of the Santa Barbara County Air Pollution Control District (SBCAPCD) adopted a redesignation request and final maintenance plan for Santa Barbara County that was developed to address requirements under the Clean Air Act for maintenance plans. On February 21, 2003, the California Air Resources Board submitted this plan to EPA. The plan identifies regional motor vehicle emissions budgets in tons of VOC and NO_x per day for the years 2005 and 2015. We announced receipt of the plan on the Internet and requested public comment by March 31, 2003. We received no comments on the plan during that comment period.

This letter transmits our decision that the emissions budgets in the maintenance plan are adequate for transportation conformity decisions. In reaching this decision, we have reviewed the plan and have preliminarily determined that it will result in maintenance of the 1-hour ozone standard in the Santa Barbara County area. We have also considered the public comments on the plan and the SBCAPCD's responses to those comments.

We have enclosed a table that summarizes our adequacy determination. We will soon post this information on the Internet at:

<http://www.epa.gov/otaq/transp/conform/reg9sips.htm>

We will also announce this adequacy determination in the Federal Register. This determination will become effective 15 days after the Federal Register announcement.

If you have any questions regarding this decision, please contact Dave Jesson of my staff (415) 972-3957.

Sincerely,

[signed]

Jack P. Broadbent
Director, Air Division

Enclosure (Adequacy Review)

cc: Bob O'Loughlin, Federal Highway Administration
Sandra Balmir, Federal Highway Administration
Leslie Rogers, Federal Transit Administration
Sharon Herzinger, California Department of Transportation
Jim Kemp, Santa Barbara County Association of Governments
Doug Allard, Santa Barbara County Air Pollution Control District

Enclosure

Transportation Conformity Adequacy Review

Maintenance SIP under Review: Santa Barbara County Serious 1-Hour Area		Date of SIP Receipt by EPA: 2/21/03	
Reviewers: Dave Jesson, Karina O'Connor		Date: May 1, 2003	
Transportation Review Criteria, 40 CFR 93.118(e)(4) (i) - (vi)		Criterion Satisfied? Y/N	Reference in SIP Document / Comments
(i)	The submitted control strategy implementation plan revision or maintenance plan was endorsed by the Governor (or his or her designee) and was subject to a State public hearing.	Y	The February 21, 2003 SIP transmittal letter from CARB's Executive Officer to Wayne Nastri indicates Board adoption (CARB is the Governor's designee to adopt plans), and encloses the Executive Order (G-03-001) adopting the plan. The plan includes Chapter 12, which describes public involvement and District responses to written and oral comments. Also included is an affidavit proof of publication for the notice of public hearing, held December 19, 2002.
(ii)	Before the control strategy implementation plan or maintenance plan was submitted to EPA, consultation among federal, State, and local agencies occurred; full implementation plan documentation was provided to EPA; and EPA's stated concerns, if any, were addressed.	Y	Consultation with federal, state and local agencies and the public was undertaken. Local Conformity Working Group met (SBCAG, SBCAPCD, EPA, Caltrans, FTA, FHWA). EPA was able to comment on the draft plan prior to receiving the submittal, and those comments were addressed.

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Transportation Review Criteria, 40 CFR 93.118(e)(4) (i) - (vi)		Criterion Satisfied? Y/N	Reference in SIP Document / Comments
(iii)	The motor vehicle emissions budget(s) is clearly identified and precisely quantified.	Y	The motor vehicle emissions budgets are clearly identified and precisely quantified in section 5-4 of the plan.
(iv)	The motor vehicle emissions budget(s), when considered together with all other emissions sources, is consistent with applicable requirements for reasonable further progress, attainment, or maintenance (whichever is relevant to the given implementation plan submission).	Y	The plan adequately provides for all maintenance requirements. Additional emissions reductions will be achieved during the maintenance period through California's ongoing emissions control program for engines and vehicles. These reductions will reduce emissions below the level that is needed to maintain the 1-hour ozone standard.
(v)	The motor vehicle emissions budget(s) is consistent with and clearly related to the emissions inventory and the control measures in the submitted control strategy implementation plan revision or maintenance plan.	Y	The emissions inventory is included with the plan and is consistent with and clearly related to the MVEB. Control measures are also consistent with and clearly related to the MVEB.

Maintenance SIP under Review: Santa Barbara County Serious 1-Hour Area		Date of SIP Receipt by EPA: 2/21/03	
Reviewers: Dave Jesson, Karina O'Connor		Date: May 1, 2003	
Transportation Review Criteria, 40 CFR 93.118(e)(4) (i) - (vi)		Criterion Satisfied? Y/N	Reference in SIP Document / Comments
(vi)	Revisions to previously submitted control strategy implementation plans or maintenance plans 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	There is no previous 1-hour maintenance SIP.