

determinations in the Baltimore area and in Cecil County.

DATES: This document is effective November 16, 1999.

FOR FURTHER INFORMATION CONTACT: Paul T. Wentworth, P.E., U.S. EPA, Region III, 1650 Arch Street, Philadelphia, PA. 19103 at (215) 814-2183 or by e-mail at: wentworth.paul@epa.gov.

SUPPLEMENTARY INFORMATION:

Throughout this document wherever "we," "us," or "our" are used we mean EPA. The word "budgets" refers to the mobile source emission budget for volatile organic compounds (VOCs) and the mobile source emissions budget for nitrogen oxides (NO_x). The word SIP in this document refers to the State Implementation Plan revisions submitted to satisfy the requirements for attainment of the 1-hour ozone standard.

On April 24, 1998, we received Phase II Ozone Attainment SIPs for the Baltimore area and the Cecil County portion of the Philadelphia-Wilmington-Trenton ozone nonattainment areas from the Maryland Department of the Environment. The April 24, 1998 submittals contained motor vehicle emissions budgets for NO_x and VOC for the Baltimore area and for Cecil County. On March 2, 1999, the D.C. Circuit Court ruled that budgets contained in submitted SIPs cannot be used for conformity determinations until EPA has affirmatively found them adequate. In accordance with that ruling, on August 2, 1999, we posted a notice on our web site at: <http://www.epa.gov/oms/traq> stating that we were taking comments on the adequacy of motor vehicle emissions budget found in the April 24, 1998 submittals. The comment period closed on August 31, 1999. We received no comments.

Today's document is simply an announcement of a finding that we have already made. On October 26, 1999, EPA Region III sent letters to the Maryland Department of the Environment stating that the motor vehicle emissions budgets found in the April 24, 1998 submittals for the Baltimore area and for Cecil County are not adequate for transportation conformity purposes. The essential information in this document will also be posted on EPA's conformity website: <http://www.epa.gov/oms/traq> (once there, click on the "Conformity" button, then look for "Adequacy Review of Submissions for Conformity").

Transportation conformity is required by section 176 (c) of the Clean Air Act. EPA's conformity rule requires that transportation plans, programs, and projects conform to SIPs and establishes

the criteria and procedures for determining whether or not they do so. Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The criteria by which we determine whether a SIP's budgets are adequate for conformity purposes are outlined in 40 CFR 93.118 (e) (4). Please note that an adequacy review is separate from EPA's completeness review, and EPA's review to determine if the SIP is approvable. Even if we find a budget adequate, the SIP could later be disapproved. We have described our process for determining the adequacy of submitted SIP budgets in guidance memorandum dated May 14, 1999 and titled "Conformity Guidance on Implementation of March 2, 1999 Conformity Court Decision". We have followed this guidance in making this adequacy determination for the budgets contained in the Phase II Ozone Attainment SIPs for the Baltimore area and for Cecil County submitted on April 24, 1998. You may obtain a copy of this guidance from EPA's conformity web site: <http://www.epa.gov/oms/traq> (once there, click on the "Conformity" button) or by calling the contact name listed in **FOR FURTHER INFORMATION CONTACT** section of this document.

Authority: 42 U.S.C. 7401-7671q.

Dated: November 4, 1999.

W. Michael McCabe,

Regional Administrator, Region III.

[FR Doc. 99-29887 Filed 11-15-99; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

[Region II Docket No. NJ 38-199; FRL-6474-5]

Adequacy Status of New Jersey State Implementation Plan (SIP) for Attainment and Maintenance of the Ozone National Ambient Air Quality Standards for Transportation Conformity Purposes

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of inadequacy.

SUMMARY: In this document, EPA is notifying the public that we have found that the motor vehicle emissions budgets for the New Jersey counties in the Philadelphia-Wilmington-Trenton nonattainment area, and the New Jersey counties in the New York-Northern New Jersey-Long Island nonattainment area submitted in the New Jersey State

Implementation Plan (SIP) for Attainment and Maintenance of the Ozone National Ambient Air Quality Standards for Transportation Conformity Purposes inadequate for conformity purposes. On March 2, 1999, the DC Circuit Court ruled that submitted SIPs cannot be used for conformity determinations until EPA has affirmatively found them adequate. As a result of our finding, the New Jersey counties in the Philadelphia-Wilmington-Trenton nonattainment area, and the New Jersey counties in the New York-Northern New Jersey-Long Island nonattainment area cannot use the motor vehicle emissions budgets from the submitted State of New Jersey State Implementation Plan (SIP) for Attainment and Maintenance of the Ozone National Ambient Air Quality Standards for Transportation Conformity Purposes for future conformity determinations.

FOR FURTHER INFORMATION CONTACT: The finding and the response to comments will be available at EPA's conformity website: <http://www.epa.gov/oms/traq>, (once there, click on the "Conformity" button, then look for "Adequacy Review of SIP Submissions for Conformity"). The regional contact is: Rudolph Kapichak, Air Programs Branch, Environmental Protection Agency, 290 Broadway, 25th Floor, New York, New York 10278, (212) 637-3804.

SUPPLEMENTARY INFORMATION:

Background

Today's notice is simply an announcement of a finding that we have already made. EPA Region 2 sent a letter to the New Jersey Department of Environmental Protection on October 25, 1999, stating that the motor vehicle emissions budgets for the New Jersey counties in the Philadelphia-Wilmington-Trenton nonattainment area for budget year 2005, and the New Jersey counties in the New York-Northern New Jersey-Long Island nonattainment area for budget year 2007 submitted in the New Jersey State Implementation Plan (SIP) for Attainment and Maintenance of the Ozone National Ambient Air Quality Standards for Transportation Conformity Purposes are inadequate because the submittal does not contain clearly identified and quantified budgets. This finding will also be announced on EPA's conformity website: <http://www.epa.gov/oms/traq>, (once there, click on the "Conformity" button, then look for "Adequacy Review of SIP Submissions for Conformity").

Transportation conformity is required by section 176(c) of the Clean Air Act.

EPA's conformity rule requires that transportation plans, programs, and projects conform to state air quality implementation plans (SIPs) and establishes the criteria and procedures for determining whether or not they do. Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards.

The criteria by which we determine whether a SIP's motor vehicle emission budgets are adequate for conformity purposes are outlined in 40 CFR 93.118(e)(4). Please note that an adequacy review is separate from EPA's completeness review, and it also should not be used to prejudge EPA's ultimate approval of the SIP. Even if we find a budget adequate, the SIP could later be disapproved.

We've described our process for determining the adequacy of submitted SIP budgets in guidance (May 14, 1999 memo titled "Conformity Guidance on Implementation of March 2, 1999 Conformity Court Decision"). We followed this guidance in making our adequacy determination.

Authority: 42 U.S.C. 7401 *et seq.*

Dated: October 25, 1999.

William J. Muszynski,

Acting Regional Administrator, Region 2.

[FR Doc. 99-29767 Filed 11-15-99; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[FRL-6475-8]

Adequacy Status of Submitted State Implementation Plans for Transportation Conformity Purposes: State Implementation Plan for Ozone for the Pittsburgh-Beaver Valley Nonattainment Area

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of adequacy status.

SUMMARY: In this document EPA is announcing that the motor vehicle emissions budgets (hereafter referred to as "budgets") contained in the State Implementation Plan (SIP) for Ozone for the Pittsburgh-Beaver Valley Nonattainment Area by the Pennsylvania Department of Environmental Protection are not adequate for transportation conformity purposes. As a result of our finding, the budgets from this submitted SIP cannot be used for future conformity

determinations in the Pittsburgh-Beaver Valley ozone nonattainment area.

DATES: This document is effective November 16, 1999.

FOR FURTHER INFORMATION CONTACT: Larry Budney, U.S. EPA, Region III, 1650 Arch Street, Philadelphia, PA. 19103 at (215) 814-2184 or by e-mail at: budney.larry@epa.gov.

SUPPLEMENTARY INFORMATION:

Throughout this document wherever "we", "us," or "our" are used we mean EPA. The word "budgets" refers to the mobile source emission budget for volatile organic compounds (VOCs) and the mobile source emissions budget for nitrogen oxides (NO_x). The word SIP in this document refers to the submittal made by PADEP to satisfy the requirements for demonstrating attainment.

On December 31, 1997, PADEP submitted the State Implementation Plan for Ozone for the Pittsburgh-Beaver Valley Nonattainment Area. This SIP did not contain clearly identified and precisely quantified motor vehicle emission budgets for NO_x and VOCs. On March 2, 1999, the D.C. Circuit Court ruled that budgets contained in submitted SIPs cannot be used for conformity determinations until EPA has affirmatively found them adequate. In accordance with that ruling, on August 2, 1999, we posted a notice on our web site at: <http://www.epa.gov/oms/traq> stating that we were taking comments on the adequacy of motor vehicle emissions budget found in the State Implementation Plan for Ozone for the Pittsburgh-Beaver Valley Nonattainment Area. The comment period closed on August 31, 1999, and we received no comments.

Today's document is simply an announcement of a finding that we have already made. On October 26, 1999, EPA Region III sent a letter to PADEP stating that the motor vehicle emissions budgets found in the State Implementation Plan for Ozone for the Pittsburgh-Beaver Valley Nonattainment Area are not adequate. The essential information in this document will also be posted on EPA's conformity website: <http://www.epa.gov/oms/traq> (once there, click on the "Conformity" button, then look for "Adequacy Review of Submissions for Conformity").

Transportation conformity is required by section 176 (c) of the Clean Air Act. EPA's conformity rule requires that transportation plans, programs, and projects conform to SIPs and establishes the criteria and procedures for determining whether or not they do so. Conformity to a SIP means that transportation activities will not

produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards.

The criteria by which we determine whether a SIP's budgets are adequate for conformity purposes are outlined in 40 CFR 93.118 (e) (4). Please note that an adequacy review is separate from EPA's completeness review, and EPA's review to determine if the SIP is approvable. Even if we find a budget adequate, the SIP could later be disapproved.

We have described our process for determining the adequacy of submitted SIP budgets in a guidance memorandum dated May 14, 1999 and titled "Conformity Guidance on Implementation of March 2, 1999 Conformity Court Decision." We have followed this guidance in making this adequacy determination for the budgets contained in the State Implementation Plan for Ozone for the Pittsburgh-Beaver Valley Nonattainment Area. You may obtain a copy of this guidance from EPA's conformity web site: <http://www.epa.gov/oms/traq> (once there, click on the "Conformity" button) or by calling the contact name listed in **FOR FURTHER INFORMATION CONTACT** section of this document.

Authority: 42 U.S.C. 7401-7671q.

Dated: November 4, 1999.

W. Michael McCabe,

Regional Administrator, Region III.

[FR Doc. 99-29888 Filed 11-15-99; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

[FRL-6475-3]

Adequacy Status of Submitted State Implementation Plans for Transportation Conformity Purposes: State Implementation Plan for the Attainment and Maintenance of the NAAQS for Ozone—Southeastern Pennsylvania

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of adequacy status.

SUMMARY: In this document EPA is announcing that the attainment motor vehicle emissions budgets (hereafter referred to as "budgets") contained in the State Implementation Plan for the Attainment and Maintenance of the NAAQS for Ozone Meeting the Requirements of the Alternative Ozone Attainment Demonstration Policy—Phase II for Southeastern Pennsylvania are not adequate for transportation conformity purposes. We are