

**ENVIRONMENTAL PROTECTION AGENCY**

[EPA-R09-OAR-2009-0853; FRL-9093-2]

**Adequacy Status of Motor Vehicle Budget in Submitted Subsequent NO<sub>2</sub> Maintenance Plan for the South Coast Area for Transportation Conformity Purposes; California****AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Notice of Adequacy.

**SUMMARY:** In this notice, EPA is notifying the public that the Agency has found that the nitrogen dioxide (NO<sub>2</sub>) motor vehicle emissions budgets in the subsequent NO<sub>2</sub> maintenance plan portion of the 2007 South Coast State Implementation Plan (SIP) are adequate for transportation conformity purposes. The 2007 South Coast SIP was submitted to EPA on November 28, 2007 by the California Air Resources Board as a revision to the California state implementation plan. CARB corrected the NO<sub>2</sub> motor vehicle emissions budgets from the 2007 South Coast SIP by letter dated May 1, 2009. As a result of our finding, the Southern California Association of Governments and the U.S. Department of Transportation must use the NO<sub>2</sub> motor vehicle emissions budgets from the submitted subsequent NO<sub>2</sub> maintenance plan for future transportation conformity determinations.

**DATES:** This finding is effective January 4, 2010.**FOR FURTHER INFORMATION CONTACT:** Wienke Tax, U.S. EPA, Region IX, Air Division AIR-2, 75 Hawthorne Street, San Francisco, CA 94105-3901; (415) 947-4192 or [tax.wienke@epa.gov](mailto:tax.wienke@epa.gov).**SUPPLEMENTARY INFORMATION:**

Throughout this document, whenever “we,” “us,” or “our” is used, we mean EPA.

Today’s notice is simply an announcement of a finding that we have already made. EPA Region IX sent a letter to the California Air Resources Board on November 20, 2009 stating that the 2002 and 2020 motor vehicle emissions budgets for NO<sub>2</sub> in the submitted 2007 AQMP are adequate. The budgets correspond to the South Coast NO<sub>2</sub> maintenance area, which generally includes Orange County, the southwestern two-thirds of Los Angeles County, southwestern San Bernardino County, and western Riverside County. Receipt of these motor vehicle emissions budgets was announced on EPA’s transportation conformity Web site, and no comments were submitted. The finding is available at EPA’s

conformity Web site: <http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm>.

The adequate 2002 and 2020 motor vehicle emissions budgets (calculated for a winter season day) are provided in the following table:

**ADEQUATE MOTOR VEHICLE EMISSIONS BUDGET**  
(In tons per day)

Budget Year	NO <sub>2</sub> motor vehicle emissions budgets
2002 and 2020	680 tons per day (winter season)

Transportation conformity is required by Clean Air Act section 176(c). EPA’s conformity rule requires that transportation plans, transportation improvement programs, and projects conform to state air quality implementation plans (SIPs) and establishes the criteria and procedures for determining whether or not they do conform. 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 emissions budgets are adequate for conformity purposes are outlined in 40 CFR 93.118(e)(4). We have described our process for determining the adequacy of submitted SIP budgets in our July 1, 2004, preamble starting at 69 FR 40038, and we used the information in these resources while making our adequacy determination. Please note that an adequacy review is separate from EPA’s completeness review, and should not be used to prejudice EPA’s ultimate approval action for the SIP. Even if we find a budget adequate, the SIP could later be disapproved.

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

Dated: December 2, 2009.

**Laura Yoshii,***Acting Regional Administrator, Region IX.*

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**BILLING CODE 6560-50-P****ENVIRONMENTAL PROTECTION AGENCY**

[FRL-9093-1; Docket ID No. EPA-HQ-ORD-2009-0115]

**Draft Toxicological Review of 1,1,2,2-Tetrachloroethane: In Support of Summary Information on the Integrated Risk Information System (IRIS)****AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Notice of peer-review workshop.

**SUMMARY:** EPA is announcing that Eastern Research Group, Inc. (ERG), an EPA contractor for external scientific peer review, will convene an independent panel of experts and organize and conduct an external peer-review workshop to review the external review draft document titled, “Toxicological Review of 1,1,2,2-Tetrachloroethane: In Support of Summary Information on the Integrated Risk Information System (IRIS)” (EPA/635/R-09/001). The draft document was prepared by the National Center for Environmental Assessment (NCEA) within EPA’s Office of Research and Development. EPA previously announced the 60-day public comment period (ending November 23, 2009) for the draft document in the **Federal Register** on September 24, 2009 (74 FR 48731). EPA will consider public comments and recommendations from the expert panel workshop as EPA finalizes the draft document.

The public comment period and the external peer-review workshop are separate processes that provide opportunities for all interested parties to comment on the document. EPA intends to forward public comments submitted in accordance with the September 24, 2009, **Federal Register** notice (74 FR 48731) to ERG, for consideration by the external peer-review panel prior to the workshop.

EPA is releasing this draft document solely for the purpose of pre-dissemination peer review under applicable information quality guidelines. This document has not been formally disseminated by EPA. It does not represent and should not be construed to represent any Agency policy or determination.

ERG invites the public to register to attend this workshop as observers. In addition, ERG invites the public to give oral and/or provide written comments at the workshop regarding the draft document under review. Space is limited, and reservations will be accepted on a first-come, first-served basis. The draft document and EPA’s