



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

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Ref: 8P-AR

MAY - 4 2006

Richard Opper, Director
Department of Environmental Quality
P.O. Box 200901
Helena, MT 59620

Subject: Adequacy determination for Missoula, Montana motor vehicle emission budgets.

Dear Mr. Opper:

Pursuant to Section 93.118(e) of the Transportation Conformity Rule (40 CFR 93, Subpart A), EPA has reviewed the Missoula carbon monoxide (CO) maintenance plan that were submitted by Governor Brian Schweitzer with a letter signed May 27, 2005. Our review was intended to determine the adequacy of the motor vehicle emissions budgets for CO contained in this plan for purposes of conformity. The conformity rule spells out limited technical and administrative criteria that we must use in determining the adequacy of submitted emissions budgets, and we have determined that these criteria have been satisfied for these CO motor vehicle emissions budgets.

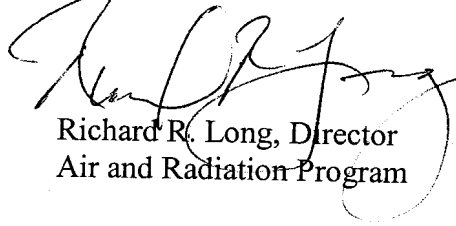
We find that the budgets of 44.86 tons per day for 2005, 43.22 tons per day for 2010, and 42.67 tons per day for 2020 are adequate according to the regulations found at 40 CFR 93.118(e). As a result of our adequacy finding, the Missoula Office of Planning and Grants, the Montana Department of Transportation, and the U.S. Department of Transportation are required to use these budgets in future transportation conformity analyses.

We announced receipt of these maintenance plans on the internet and requested public comment regarding the adequacy of the motor vehicle emission budgets by no later than April 21, 2006. We received no comments on the plan during that comment period. As part of our review, which is summarized in Enclosure 1, we also reviewed comments about the maintenance plan submitted to the Montana Division of Air Quality during the public hearing process. There were no adverse comments from the public submitted during the State hearing process regarding the budgets and EPA comments were addressed.

We will announce this adequacy determination in the Federal Register, but that notice will not constitute a new action or change the effect of this letter. This determination will

become effective 15 days after the Federal Register announcement. If you have any questions, please contact me at (303) 312-6005, or Jeffrey Kimes at (303) 312-6445.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard R. Long", is written over the typed name and title.

Richard R. Long, Director
Air and Radiation Program

cc: Bob Burkhardt, Montana Division, FHWA
Mike Kress, Missoula Office of Planning and Grants
Bob Habeck, Montana Department of Environmental Quality
Shannon Therriault, Missoula City-County Air Pollution Control Board

Enclosure 1

**Transportation Conformity Adequacy Review
Maintenance Plan for Missoula Carbon Monoxide Standard**

Transportation Review Criteria	Is Criterion Satisfied?	Reference in SIP Document / Comments
Sec. 93.118(e)(4)(i)	The plan was endorsed by the Governor (or designee) and was subject to a public hearing.	Y Letter signed by Governor May 27, 2005. Evidence of public hearings and comments were included.
Sec. 93.118(e)(4)(ii)	The plan was developed through consultation with federal, state and local agencies; full implementation plan documentation was provided and EPA's stated concerns, if any, were addressed.	Y EPA's comments on drafts of the proposed rules were addressed adequately in the rules submitted for approval. EPA is aware that consultation with state, federal and local agencies occurred during the preparation of these plans. Full documentation of the plans was included.
Sec. 93.118(e)(4)(iii)	The MVEBs are clearly identified and precisely quantified.	Y The MVEBs for Missoula are seen in Volume III, Chapter 32.11.14(36) of the SIP
Sec. 93.118(e)(4)(iv)	The motor vehicle emissions budget(s), when considered together with all other emission sources, is consistent with applicable requirements for reasonable further progress, attainment, or maintenance (whichever is relevant to the given plan).	Y EPA has preliminarily concluded that the submitted SIP demonstrates maintenance in areas for the remainder of the maintenance periods and that the MVEBs are consistent with that demonstration. Projected emissions in Table 2-6 of the submitted rule revisions illustrates that total CO emissions from all sources are expected to be well below levels the areas reached when they attained the standard. The proposed motor vehicle emissions budgets (that include safety margins) when combined with expected emissions inventories from all other sources are lower than the levels needed to maintain the standard as discussed on page thirty six of the submitted rules.

Transportation Review Criteria	Is Criterion Satisfied?	Reference in SIP Document / Comments
Sec. 93.118(e)(4)(v)	Y	The plans discuss the control measure and enumerate the total estimated emissions and describe in detail how the emissions were estimated.
Sec. 93.118(e)(4)(vi)	Y	<p>Emissions inventories were estimated based on MOBILE6.2 model as seen in Appendix C and from updated estimates for stationary sources.</p> <p>Safety margins demonstrated.</p> <p>VMT estimates based on latest travel model from the Missoula Office of Planning and Grants (the MPO). Changes based on adjustments in growth projections and development patterns.</p>
Sec. 93.118(e)(5)	Y	The comments and included and adequate response appears to have been made as warranted.
Reviewer: Jeffrey Kimes		Date of Review: March 2005