



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

March 11, 2004

Ms. Catherine Witherspoon
Executive Officer
California Air Resources Board
1001 I Street
Sacramento, California 95812

Dear Ms. Witherspoon:

We have found adequate for transportation conformity purposes the motor vehicle emission budgets in the Coachella Valley 2003 PM10 Plan (2003 Plan), adopted by the South Coast Air Quality Management District on 8/1/03 and by the State on 10/23/03. As a result of our adequacy findings, the Southern California Association of Governments (SCAG) and the Federal Highway Administration must use these budgets in future conformity analyses once the findings become effective.

On 1/9/04, the Air Resources Board submitted the 2003 Plan to EPA. The plan identifies regional motor vehicle emission budgets for 2003 and 2006. The specific budgets are shown in the first enclosure to this letter. We announced receipt of the plan on the Internet and requested public comment by 2/23/04. We received no comments during the comment period.

This letter transmits our decision that the motor vehicle emissions budgets in the 2003 Plan are adequate for transportation conformity decisions. After reviewing the 2003 Plan, we have preliminarily determined that it provides for attainment of the PM-10 standards in the Coachella Valley. We have detailed our adequacy findings in the enclosures. A copy of this letter and its enclosures will soon be posted on the Internet at:

<http://www.epa.gov/oms/transp/conform/pastsips.htm>.

We will also announce the adequacy findings in the Federal Register. The findings will become effective 15 days after the Federal Register announcement. Consistent with the State's request and our previous rulemaking on the Coachella Valley PM10 budgets (68 FR 19318, 4/18/03), our approval of the pre-existing budgets in the 2002 Coachella Valley PM10 SIP expires on the effective date of our adequacy finding for these new replacement budgets.

The methodology for estimating paved road dust emissions is consistent with EPA's AP-42 emissions factors, with one exception: California did not use correction factor C in the current version of AP-42, which subtracts out MOBILE6.2 1980 fleet exhaust emissions, brake wear, and tire wear. California-specific roadway silt loading inputs to the emission factor equation were

derived from measurements by Midwest Research Institute. The unpaved road dust emissions factor was based on measurements performed by the University of California, Davis, and the Desert Research Institute. We are specifically approving the State's reentrained dust methodologies for paved and unpaved roads for use in future conformity analyses.

If you have any questions regarding these adequacy findings, please contact Eleanor Kaplan at (415) 947-4147

Sincerely,

[Matt Haber, for]

Deborah Jordan
Acting Director, Air Division

Enclosures (2)

cc: Bob O'Loughlin, FHWA
Sandra Balmar, FHWA
Sue Kiser, FHWA
Leslie Rogers, FTA
Sharon Scherzinger, Caltrans
Elaine Chang, SCAQMD
Julia Lester, SCAQMD
Charles Keynejad, SCAG

Enclosure 1**Coachella Valley 2003 PM10 Attainment Plan Motor Vehicle Emissions Budgets**

PM-10 BUDGETS (ANNUAL AVERAGE, TONS PER DAY)		
Year	2003	2006
PM-10	12.3	10.9

Enclosure 2

Transportation Conformity Adequacy Review

Revised Coachella Valley PM10 Attainment Plan

Adopted August 1, 2003 and October 23, 2003, Submitted January 9, 2004

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 by the State.	Y	The January 9, 2004 transmittal letter submitting the plan was sent by ARB's Executive Officer, Catherine Witherspoon, the governor's designee. Documentation accompanying the submittal describes both state and local level public hearings.
Sec. 93.118(e)(4)(ii)	The plan was developed through consultation with federal, state and local agencies; full implementation plan documentation was provided to EPA and EPA's stated concerns, if any, were addressed.	Y	Documentation accompanying the plan describes the public and agency outreach effort. EPA received a copy of the draft plan and EPA's comments were addressed.
Sec. 93.118(e)(4)(iii)	The motor vehicle emission budgets are clearly identified and precisely quantified.	Y	The motor vehicle budgets are clearly identified and precisely quantified. See ARB Staff Report (8/25/03), page 58.

TRANSPORTATION REVIEW CRITERIA		Is CRITERION SATISFIED?	REFERENCE IN SIP DOCUMENT/COMMENTS
Sec. 93.118(e)(4)(iv)	The motor vehicle emissions budgets, when considered together with all other emission sources, are 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 progress by a 2003 milestone and attainment in the Coachella Valley by 2006 and that the MVEBs are consistent with these demonstrations.
Sec. 93.118(e)(4)(v)	The plan shows a clear relationship between the emissions budgets, control measures and the total emissions inventory	Y	The emission inventory for all point, area and motor vehicle source categories for 1995, 2000, 2003, and 2006 is presented in the 2003 Coachella Valley PM10 SIP, Chapter 2. The control measures are set out in Table 2-6 of the 2003 CV PM10 SIP, and Appendix IV of the 2003 AQMP. Table 2-6 provides emission reductions from the control strategy for PM10 for 2006. Budgets are calculated as emission inventory minus reductions from control measures.

TRANSPORTATION REVIEW CRITERIA		IS CRITERION SATISFIED?	REFERENCE IN SIP DOCUMENT/COMMENTS
Sec. 93.118(e)(4)(vi)	Revisions to previously submitted control strategy or maintenance plans explain and document any changes to any previous submitted budgets and control measures; impacts on point and area source emissions; any changes to established safety margins (see 93.101 for definition), and reasons for the changes (including the basis for any changes to emission factors or estimates of vehicle miles traveled).	Y	Previously Budgets submitted in the 2002 Coachella Valley PM-10 SIP. See 68 FR 19318 (4/18/03). As set forth in that rulemaking, we limited the duration of our approvals of these budgets to last only until we found replacement budgets adequate. The reasons for the changes to the budgets and the ROP and attainment demonstrations are set forth in the 2003 Coachella Valley PM-10 SIP. These reasons include shifting from EMFAC7G to EMFAC2002, updating planning assumptions generally, and enhancing the air quality modeling.
Sec. 93.118(e)(5)	EPA has reviewed the State's compilation of public comments and response to comments that are required to be submitted with any implementation plan.	Y	SCAQMD held a public workshop, a public hearing, and an adoption hearing before the SCAQMD Board on 8/1/03. Comments were received during the workshop and hearings, and comments and SCAQMD responses to comments were provided.
Reviewers: Eleanor Kaplan, Karina O'Connor			Date of Review: 3/2/04

