



**Redesignation Process Update  
September 4, 2001**

In April, the department met with DEQ, OPG, MDT regarding the 2002 Missoula Transportation Plan Update.

VMT used for the SIP must be the same as those used for the conformity determination.

Census data will not be available until Spring 2002. This data is necessary for the Trans. Plan's model being developed by MDT/ The model is the tool that estimates VMT for the conformity determination. The VMT from the model will be used in the SIP update.

In June, the department met with DEQ staff to secure commitments, coordinate efforts and establish timelines.

**Criteria for Redesignation**

Criterion 1: Attainment of the Applicable National Air Quality Standard – **drafted**

Criterion 2: State Implementation Plan Approval – **drafted**

*The 2000 rule revisions were necessary for redesignation. The Federal Register notice to approve the Missoula revisions has been drafted and is being reviewed by EPA regional counsel. Should be published in the not-to-distant future.*

Criterion 3: Permanent and Enforceable Improvements in Air Quality – **in progress**

Criterion 4: Fulfillment of CAAA Section 110 and Part D requirements – **in progress**

Criterion 5: Fully Approved Maintenance Plan Under CAAA Section 175A

Provision 1: Attainment Inventory

**2000 Year Base Inventory being done by DEQ. Christopher Shirley is working on it, and will have the draft Inventory Preparation Plan out soon. (This is the first formal document that is submitted to the EPA in the emission inventory process. It specifies how the emission inventory will be accomplished. After the IPP is approved, he can start working on the Emission Inventories (he is doing the PM and CO E.I. simultaneously.)**

Provision 2: Maintenance Demonstration

Must show that future emissions of a pollutant will not exceed the level of the attainment inventory. (or modeling to show that the future mix of sources and emission rates will not cause a violation of the NAAQS.)

**Cyra Cain is working on hot-spot modeling of B/S/R intersection. She has asked for information to complete the 2000 base year model, but must wait on Census Data and MDT analysis to complete 2015.**

Provision 3: Monitoring Network/ Verification of Continued Attainment

Monitoring will continue at B/S/R. Missoula may be required to perform a saturation monitoring study to determine the need for and location of additional permanent monitors. We did such a study in 1992 that showed B/S/R was the worse location, and will use that study for the redesignation request. This also required periodic updates of emissions inventories or reviews of model inputs to verify continued attainment.

Provision 4: Contingency Plan

Provision 5: Conformity Determinations under Maintenance Plans

Timelines - **Tentative**

For CO -

Department to write all that can be written without E.I. and modeling by October, 2001  
DEQ has begun Emission Inventory, but census data and VMT from Transportation Plan will delay it until summer 2002.

Same for hot-spot modeling

Some parts of maintenance plan and contingency measures will depend on modeling and E.I.

Completed request to Council in Fall 2002 and then to Board.

For PM –

Department to draft Criteria 1 – 4 by January 2002.

DEQ has begun Emission Inventory, but census data and VMT from Transportation Plan will delay it until summer 2002.

Stakeholder meetings and public meetings needed to set caps on emissions from sources; actual numbers will be driven by E.I., but some meetings to establish process can occur earlier in the spring.

Maintenance plan and contingency measures can be determined after E.I. and public meetings.

Complete request to Council in ??