

**ENVIRONMENTAL PROTECTION AGENCY**

[R08-OAR-2005-UT-0004; FRL 7918-9]

**Adequacy Determination for the Salt Lake City Area Carbon Monoxide Maintenance State Implementation Plan for Transportation Conformity Purposes; State of Utah****AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Notice of adequacy.

**SUMMARY:** In this document, EPA is notifying the public that we have found that the motor vehicle emissions budget for 2019 in the Salt Lake City, Utah Carbon Monoxide Maintenance Plan, that was submitted by Utah Governor Olene S. Walker on October 19, 2004, is adequate for transportation conformity purposes. 40 CFR 93.118(e)(2) requires that EPA declare an implementation plan submission's motor vehicle emissions budget adequate for conformity purposes prior to the budget being used to satisfy the conformity requirements of 40 CFR 93. As a result of our finding, the Wasatch Front Regional Council of Government, the Utah Department of Transportation and the U.S. Department of Transportation are required to use the motor vehicle emissions budget from this submitted maintenance plan for future transportation conformity determinations.

**DATES:** This finding is effective June 15, 2005.

**FOR FURTHER INFORMATION CONTACT:** Jeffrey Kimes, Air & Radiation Program (8P-AR), United States Environmental Protection Agency, Region 8, 999 18th Street, Suite 300, Denver, Colorado 80202-2466, (303) 312-6445, [kimes.jeffrey@epa.gov](mailto:kimes.jeffrey@epa.gov).

The letter documenting our finding is available at EPA's conformity Web site: <http://www.epa.gov/transp/conform/adequacy.htm>.

**SUPPLEMENTARY INFORMATION:**

Throughout this document "we", "us", or "our" are used to mean EPA.

This action is simply an announcement of a finding that we have already made. We sent a letter to the Utah Division of Air Quality on May 2, 2005, stating that the motor vehicle emissions budgets in the submitted Salt Lake City, Utah Carbon Monoxide Maintenance Plan are adequate. This finding has also been announced on our conformity Web site at <http://www.epa.gov/otaq/transp/conform/adequacy.htm>.

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

transportation plans, programs, and projects conform to SIPs and establishes the criteria and procedures for determining whether or not they demonstrate conformity. 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 our completeness review, and it also should not be used to prejudge our ultimate approval of the SIP. Even if we find a budget adequate, the SIP could later be disapproved, and vice versa.

The process for determining the adequacy of a transportation conformity budget is described at 40 CFR 93.118(f).

For the reader's ease, we have excerpted the motor vehicle emission budget from the Salt Lake City, Utah Carbon Monoxide Maintenance Plan it is as follows: Motor vehicle emissions budget for the year 2019 is 278.62 tons per day of CO. 40 CFR 93.118(e)(1) requires that previously approved budget for years other than 2019 must still be used in any conformity determination until the maintenance plan is fully approved by EPA.

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

Dated: May 10, 2005.

**Robert E. Roberts,**

*Regional Administrator, Region 8.*

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**ENVIRONMENTAL PROTECTION AGENCY**

[FRL-7918-7]

**EPA Science Advisory Board (SAB) Staff Office; Request for Nominations of Experts for the SAB Advisory Panel for Polychlorinated Biphenyl (PCB) Risks Associated With Establishing an Artificial Reef**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice.

**SUMMARY:** The Science Advisory Board (SAB) Staff Office is requesting the nomination of experts for a SAB Advisory Panel for PCB risks associated with an artificial reef established from a former United States Navy ship.

**DATES:** Nominations should be submitted by June 21, 2005, per instructions below.

**FOR FURTHER INFORMATION CONTACT:** Any member of the public wishing further information regarding this Notice and Request for Nominations may contact Dr. Sue Shallal, Designated Federal Officer (DFO), SAB Staff Office, by telephone/voice mail at (202) 343-9977; by fax at (202) 233-0643; or via e-mail at: [shallal.suhair@epa.gov](mailto:shallal.suhair@epa.gov). General information concerning the EPA Science Advisory Board can be found on the EPA SAB Web site at: <http://www.epa.gov/sab>.

**Technical contact:** The U.S. Navy's draft assessment that is the subject of this advisory activity will be available from the U.S. Environmental Protection Agency's (EPA) Region 4. For questions and information concerning these materials, please contact Craig Brown at (404) 562-8990 or [brown.craig@epa.gov](mailto:brown.craig@epa.gov).

**SUPPLEMENTARY INFORMATION:**

**Background:** The U.S. Navy and the State of Florida are planning to deploy the ex-Oriskany, a World War II era aircraft carrier, as an artificial reef in the Gulf of Mexico. In accordance with the Toxic Substances Control Act (TSCA) and its implementing Federal PCB regulations (40 CFR Part 761), the U.S. Navy has applied for and must obtain a risk-based PCB disposal approval prior to sinking the vessel with non-liquid PCBs onboard. The EPA may approve such an application if it finds the disposal action will not pose an unreasonable risk of injury to human health or the environment. To evaluate the potential transfer of non-liquid PCBs to the marine environment and the subsequent risk that they might pose to human and ecological receptors using the artificial reef, the Navy performed leaching studies of different on-board PCB containing materials followed by fate and transport modeling of the leaching results to evaluate how released chemicals might behave in the near-reef marine environment. The U.S. Navy has also developed a fate and transport model known as the Prospective Risk Assessment Model (PRAM). EPA Region 4 has requested that the SAB conduct a consultation followed by an advisory on the U.S. Navy's assessment of potential human health and environmental risks from PCBs released from the ex-Oriskany following deployment as an artificial reef. The focus of the SAB consultation and advisory includes the leaching studies, the PRAM, and characterization of potential risks.

The SAB was established by 42 U.S.C. 4365 to provide independent scientific