

production, storage, and fuel cell technologies that will be required for the initial transition to the hydrogen economy. R&D of manufacturing processes will play a pivotal role in reducing cost of hydrogen technologies and in building the supplier base needed to move the U.S. toward a clean and sustainable energy future.

Based on the results of a July 2005 workshop, the roadmap consolidates recommendations of hydrogen and fuel cell experts from industry, universities, and national laboratories. Led by the DOE and the National Institute of Standards and Technology, the workshop and roadmap are the result of a collaboration of the Interagency Working Group on Manufacturing R&D established through the President's National Science and Technology Council. See the press release from Energy Secretary Samuel W. Bodman at <http://www.energy.gov/print/3098.htm>. The roadmap is posted on the Internet at the Web site identified in the ADDRESSES section of this notice.

The goal of the DOE Hydrogen Program is to develop the technology needed for commercially viable hydrogen-powered fuel cells by 2015. Through public-private partnerships, the DOE is working to reduce the cost and enhance the durability of hydrogen technologies to enable industry to put fuel cell vehicles in the showroom and provide hydrogen at refueling stations by 2020.

For more information about the DOE Hydrogen Program, visit <http://www.hydrogen.energy.gov>.

Issued in Washington, DC, on February 17, 2006.

Douglas L. Faulkner,

Acting Assistant Secretary, Energy Efficiency and Renewable Energy.

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ENVIRONMENTAL PROTECTION AGENCY

[EPA-R04-OAR-2005-AL-0003-200604; FRL-8036-2]

Adequacy Status of the Birmingham, AL 8-hour Ozone Redesignation and Maintenance Demonstration for Transportation Conformity Purposes

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of adequacy.

SUMMARY: In this notice, EPA is notifying the public that EPA has found that the Motor Vehicle Emissions Budgets (MVEBs) in the Birmingham,

Alabama 8-hour ozone redesignation and maintenance demonstration, dated January 27, 2006, by the Alabama Department of Environmental Management (ADEM), are adequate for transportation conformity purposes. On March 2, 1999, the D.C. Circuit Court ruled that submitted State Implementation Plans (SIPs) cannot be used for transportation conformity determinations until EPA has affirmatively found them adequate. As a result of EPA's finding, the Birmingham area can use the MVEBs from the submitted Birmingham, Alabama 8-hour ozone maintenance plan for future conformity determinations.

DATES: These MVEBs are effective March 10, 2006.

FOR FURTHER INFORMATION CONTACT:

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SUPPLEMENTARY INFORMATION:

Background

Today's notice is simply an announcement of a finding that EPA has already made. EPA Region 4 sent a letter to ADEM on February 2, 2006, stating that the MVEBs in the submitted Birmingham, Alabama 8-hour ozone maintenance plan, dated January 27, 2006, are adequate. The Birmingham, Alabama 8-hour ozone maintenance area is comprised of Jefferson and Shelby Counties. EPA's adequacy comment period ran from November 17, 2005, through December 19, 2005. During EPA's adequacy comment period no adverse comments were received. This finding has also been announced on EPA's conformity Web site: <http://www.epa.gov/otaq/transp/conform/adequacy.htm>, (once there, look for "What SIP submissions are currently under EPA Adequacy Review?"). The adequate MVEBs are provided in the following table:

BIRMINGHAM AREA MVEBS

[Tons per day]

	2017
VOC	23

BIRMINGHAM AREA MVEBS— Continued [Tons per day]

	2017
NO _x	42

Transportation conformity is required by section 176(c) of the Clean Air Act, as amended in 1990. EPA's conformity rule requires that transportation plans, programs and projects conform to state air quality implementation plans and establishes the criteria and procedures for determining whether or not they do. 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 EPA determines whether a SIP's MVEBs are adequate for transportation conformity purposes are outlined in 40 CFR 93.118(e)(4). Please note that an adequacy review is separate from EPA's completeness review, and it also should not be used to prejudice EPA's ultimate approval of the SIP. Even if EPA finds the MVEBs adequate, the Agency may later determine that the SIP itself is not approvable.

EPA has described the process for determining the adequacy of submitted SIP budgets in guidance (May 14, 1999, memorandum entitled "Conformity Guidance on Implementation of March 2, 1999, Conformity Court Decision"). EPA has followed this guidance in making this adequacy determination. This guidance is incorporated into EPA's July 1, 2004, final rulemaking entitled, "Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM_{2.5} National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments: Response to Court Decision and Additional Rule Changes" (69 FR 40004).

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

Dated: February 13, 2006.

A. Stanley Meiburg,

Acting Regional Administrator, Region 4.

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