

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 52**

[MD146–3100, FRL–7525–9]

Approval and Promulgation of Implementation Plans; Maryland; Revised Mobile Source Inventories and Motor Vehicle Emissions Budgets for 2005 Developed Using MOBILE6**AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Proposed rule.

SUMMARY: EPA is proposing to approve revisions to the Maryland State Implementation Plan (SIP). Specifically, EPA is proposing approval of revised mobile emission inventories and 2005 motor vehicle emissions budgets which have been developed using MOBILE6, an updated model for calculating mobile emissions of ozone precursors. These inventories and associated motor vehicle emissions budgets are part of the 1-hour ozone attainment plans approved for the Metropolitan Baltimore nonattainment area (the Baltimore area) and the Cecil County portion of the Philadelphia-Wilmington-Trenton nonattainment area (the Philadelphia area). The intended effect of this action is to approve SIP revisions that will better enable the State of Maryland to continue to plan for attainment of the 1-hour national ambient air quality standard (NAAQS) for ozone in the Baltimore area and the Cecil County portion of the Philadelphia area. This action is being taken under the Clean Air Act.

DATES: Written comments must be received on or before August 8, 2003.

ADDRESSES: Comments may be submitted either by mail or electronically. Written comments should be mailed to Robert Kramer, Chief, Energy, Radiation and Indoor Environment, Mailcode 3AP23, U.S. Environmental Protection Agency, Region III, 1650 Arch Street, Philadelphia, Pennsylvania 19103. Electronic comments should be sent either to Kramer.Robert@EPA.gov or to <http://www.regulations.gov>, which is an alternative method for submitting electronic comments to EPA. To submit comments, please follow the detailed instructions described in Part III of the Supplementary Information section. Copies of the documents relevant to this action are available for public inspection during normal business hours at the Air Protection Division, U.S. Environmental Protection Agency, Region III, 1650 Arch Street,

Philadelphia, Pennsylvania 19103; Maryland Department of the Environment, 1800 Washington Boulevard, Suite 705, Baltimore, Maryland 21230. The documents can also be viewed at the Maryland Department of the Environment's web site at: http://www.mde.state.md.us/Programs/AirPrograms/air_planning/index.asp.

FOR FURTHER INFORMATION CONTACT:

Martin T. Kotsch, Energy, Radiation and Indoor Environment Branch, U.S. Environmental Protection Agency, 1650 Arch Street, Mail Code 3AP23, Philadelphia Pennsylvania 19103–20209, (215) 814–3335, or by e-mail at Kotsch.Martin@epa.gov.

SUPPLEMENTARY INFORMATION:**I. Background**

The MOBILE model is an EPA emissions factor model for estimating pollution from on-road motor vehicles in states outside of California. The MOBILE model calculates emissions of volatile organic compounds (VOCs), nitrogen oxides (NO_x) and carbon monoxide (CO) from passenger cars, motorcycles, buses, and light-duty and heavy-duty trucks. The model accounts for the emission impacts of factors such as changes in vehicle emission standards, changes in vehicle populations and activity, and variation in local conditions such as temperature, humidity, fuel quality, and air quality programs. The MOBILE model is used to calculate current and future inventories of motor vehicle emissions at the national and local level. These inventories are used to make decisions about air pollution policies and programs at the local, state and national level. Inventories based on MOBILE are also used to meet the federal Clean Air Act's SIP and transportation conformity requirements.

The MOBILE model was first developed in 1978. It has been updated many times to reflect changes in the vehicle fleet and fuels, to incorporate EPA's growing understanding of vehicle emissions, and to cover new emissions regulations and modeling needs. EPA officially released the MOBILE6 motor vehicle emissions factor model on January 29, 2002 (67 FR 4254). Although some minor updates were made in 1996 with the release of MOBILE5b, MOBILE6 is the first major revision to MOBILE since MOBILE5a was released in 1993.

In November of 1999, EPA issued two memoranda¹ to articulate its policy

¹ Memoranda, "Guidance on Motor Vehicle Emissions Budgets in 1-Hour Ozone Attainment

regarding states that incorporated MOBILE5-based interim Tier 2 standard² benefits into their attainment demonstration plans and those plans' associated motor vehicle emissions budgets (budgets). EPA has implemented this policy in all ozone nonattainment areas where a state assumed federal Tier 2 benefits in its attainment demonstration plans according to EPA's April 2000 MOBILE5 guidance, "MOBILE5 Information Sheet #8: Tier 2 Benefits Using MOBILE5." All states whose attainment demonstrations or maintenance plans include interim MOBILE5-based estimates of the Tier 2 standards were required to revise and resubmit their budgets within either 1 or 2 years of the final release of MOBILE6.

On October 29, 2001 (66 FR 54596), EPA approved the attainment demonstration plan submitted by the State of Maryland for the Philadelphia area which includes Cecil County, Maryland. On October 30, 2001 (66 FR 54687), EPA approved the attainment demonstration plan submitted by the State of Maryland for the Baltimore area. Both of these attainment plans included, among other things, interim MOBILE5-based budgets which assumed estimates of the benefits of the Tier 2 standards.

II. Summary of the SIP Revisions and EPA's Evaluation**A. The Revised Emission Inventories**

On May 28, 2003, the State of Maryland submitted proposed SIP revisions, and requested that EPA parallel process its approval of those SIP revisions concurrent with the State's process for amending its SIP. These proposed SIP revisions revise the 1990 and 2005 motor vehicle emissions inventories and the 2005 motor vehicle emissions budgets using the MOBILE6 model. The May 28, 2003 submittal demonstrates that the new levels of motor vehicle emissions calculated using MOBILE6 continue to support the demonstrations of attainment of the 1-hour ozone NAAQS for the Baltimore and Philadelphia areas by 2005.

Table 1 below summarizes the revised motor vehicle emissions inventories by nonattainment area in tons per summer day (tpd). These revised inventories were developed using the latest

Demonstrations," issued November 3, 1999, and "1-Hour Ozone Attainment Demonstrations and Tier2/Sulfur Rulemaking," issued November 8, 1999. Copies of these memoranda can be found on EPA's Web site at <http://www.epa.gov/otaq/transp/traqconf.htm>.

² The final rule on Tier 2 Motor Vehicle Emissions Standards and Gasoline Sulfur Control Requirements ("Tier 2 standards") for passenger cars, light trucks, and larger passenger vehicles was published on February 10, 2000 (65 FR 6698).