

for 2012. The MOBILE6 emissions model was used for on-road mobile sources. The draft NONROAD model released in June 2001 in support of the 2007 heavy-duty vehicle rule was used to generate the 1999 and 2012 emissions

for off-road mobile sources. Area source emissions, on-road mobile source emissions and vehicle miles traveled for 2012 were based upon the new population and employment forecast approved by the Mid-America Regional

Council (MARC) Technical Forecast Committee on July 11, 2002, and the MARC Board in August 2002. The emission inventory amounts are shown in the table below.

#### EMISSIONS INVENTORY OF THE KANSAS CITY AREA

Emissions category	1999 emissions (tons per OSD)	2012 emissions (tons per OSD)				
		VOC	NO <sub>x</sub>	CO	VOC	NO <sub>x</sub>
On-road Mobile .....	92.3	152.9	1092.4	45.5	74.2	579.0
Off-road Mobile .....	43.0	108.9	574.4	24.7	86.0	711.8
Biogenic .....	113.85	.....	.....	113.85	.....	.....
Area .....	89.9	23.3	24.9	112.1	26.0	27.7
Point .....	28.3	139.1	14.3	39.4	187.2	19.3
Total .....	367.35	424.2	1706.0	335.55	373.4	1337.8

Kansas has submitted a complete and accurate emissions inventory of VOC and NO<sub>x</sub> for the Kansas City area, and we are proposing to approve the emissions inventory.

Based upon the updated emissions inventory, the revised maintenance plan contains new budgets (or limits) for motor vehicles emissions resulting from transportation plans for the Kansas City area. Because emissions are less in 2012 than in 1999, our transportation conformity rule (40 CFR 93.124) allows for the allocation of amounts from one emissions category to another if it is provided for in the SIP. The SIP submission did quantify the amount by which the motor vehicle emissions could be higher while still providing for maintenance of the standard.

The new budgets must be found to meet the adequacy criteria in the transportation conformity rule before they are used for transportation conformity purposes. They were posted to our Web site (<http://www.epa.gov/otaq/transp/conform/adequacy.htm>) for public comment. These emission budgets have been under adequacy review since their submittal to us. We have reviewed the budgets and have found that the budgets meet all of the adequacy criteria in section 93.118 of the transportation conformity rule. These criteria include: (1) The SIP was endorsed by the Governor (or his designee) and was subject to a state public hearing; (2) consultation among Federal, state, and local agencies occurred; (3) the emissions budget is clearly identified and precisely quantified; (4) the motor vehicle emissions budget, when considered together with all other emissions, is consistent with attainment; and (5) the motor vehicle emissions budget is consistent with and clearly related to

the emissions inventory and control strategy in the SIP. We are also required to consider comments submitted to the state at the public hearing. No comments were received by the state on the transportation conformity budgets. The new, area-wide budgets are shown in the table below:

#### AREA-WIDE MOTOR VEHICLE EMISSIONS BUDGET FOR 2012

Pollutant	Amount (tons per OSD)
VOC .....	64.7
NO <sub>x</sub> .....	97.8

These budgets support maintenance of air quality in the Kansas City area and, thus, were found adequate on March 17, 2003 (see 68 FR 33690, June 5, 2003). These new budgets are to be used in all subsequent conformity determinations concerning transportation plans in the Kansas City area.

We believe that the motor vehicle emissions budgets are consistent with the control measures identified in this maintenance plan and that this plan demonstrates maintenance with the 1-hour ozone standard. Separate from the adequacy process discussed above and for SIP purposes, in this document we are proposing to approve the transportation conformity budgets.

#### 6. Legal Authority

The Kansas Air Quality act that granted legal authority to the KDHE to develop and implement regulations regarding air pollution is found in the Kansas Statutes Annotated, section 65–3001 through 65–3028.

#### Have the Requirements for Approval of a SIP Revision Been Met?

The state submittal has met the public notice requirements for SIP submissions in accordance with 40 CFR 51.102. The submittal also satisfied the completeness criteria of 40 CFR part 51, appendix V. In addition, as explained above and in more detail in the technical support document which is part of this document, the revision meets the substantive SIP requirements of the CAA, including section 110 and implementing regulations.

Our review of the material submitted also indicates that the state has revised the maintenance plan in accordance with requirements for a maintenance plan in section 175A of the CAA.

#### What Action Is EPA Taking?

We are proposing to approve:

- Kansas' revision of the maintenance plan for the Kansas portion of the Kansas City maintenance area,
- The emissions inventory, and
- The transportation conformity budgets.

We are soliciting comments on this proposed action. Final rulemaking will occur after consideration of any comments. You may submit comments either electronically or by mail. To ensure proper receipt by EPA, identify the appropriate rulemaking identification number, KS 184–1184, in the subject line on the first page of your comment. Please ensure that your comments are submitted within the specified comment period. Comments received after the close of the comment period will be marked “late.” EPA is not required to consider these late comments.

1. Electronically. If you submit an electronic comment as prescribed below, EPA recommends that you