

line instructions for submitting comments.

Copies of the documents relevant to this action are available for public inspection during normal business hours at the following locations: Environmental Protection Agency, Region 2 Office, Air Programs Branch, 290 Broadway, 25th Floor, New York, New York 10007-1866, and New York State Department of Environmental Conservation, Office of Air and Waste Management, 14th Floor, 625 Broadway, Albany, New York 12233-1010.

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**SUPPLEMENTARY INFORMATION:** This revision is being proposed under a procedure called parallel processing. Under parallel processing, EPA proposes action on a state submission before it has been formally adopted and submitted to EPA, and will take final action on its proposal if the final submission is substantially unchanged from the submission on which the proposal is based, or if significant changes in the final submission are anticipated and adequately described in EPA's proposal as a basis for EPA's proposed action.

New York held a public hearing on its proposed SIP revision on June 24, 2003. If New York's proposed SIP revision is substantially changed, EPA will evaluate those changes and may publish another notice of proposed rulemaking. If no substantial changes are made, EPA will take final action on the State's plan consistent with this proposal and any submitted comments. Before EPA can approve this SIP revision, New York must adopt the SIP revision and submit it formally to EPA for incorporation into the SIP.

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## 1. Background

In November of 1999, EPA issued two memoranda<sup>1</sup> to articulate its policy regarding states that incorporated MOBILE5-based interim Tier 2 standard<sup>2</sup> benefits into their SIPs and motor vehicle emissions budgets ("budgets"). Although these memoranda primarily targeted certain serious and severe ozone NAAs, EPA has implemented this policy in all other areas that have made use of Federal Tier 2 benefits in air quality plans from 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 make a commitment to revise and resubmit their budgets within either 1 or 2 years of the final release of MOBILE6 in order to gain SIP approval.

On April 18, 2000, New York submitted a revision to the 1-hr Ozone Attainment Demonstration SIP for the New York portion of the New York-Northern New Jersey-Long Island severe ozone Nonattainment Area, which for purposes of this action will be referred to as the New York Metropolitan NAA. The New York Metropolitan NAA is comprised of the New York Counties of Bronx, Kings, Nassau, New York, Putnam, Queens, Richmond, Rockland and Westchester and the lower Orange County towns of Chester, Minisink, Monroe, Tuxedo, Warwick and Woodbury. The April 18, 2000 SIP revision included, among other things, revised budgets using interim MOBILE5-based estimates of the Tier 2 standards and an enforceable commitment to revise these budgets as well as the attainment demonstration using the MOBILE6 model within one year of the release of the model. Additional information on EPA's final approval of New York's April 18, 2000 submittal can be found in the February 4, 2002 **Federal Register** (67 FR 5170).

EPA officially released the MOBILE6 motor vehicle emissions factor model on January 29, 2002 (67 FR 4254). Thus, the effective date of that **Federal Register** notice constituted the start of the 1 year

time period within which New York was required to revise its 1-Hour Ozone Attainment Demonstration SIP using the MOBILE6 model. On January 29, 2003, New York submitted to EPA a proposed revision for its SIP to meet this requirement. This proposed revision and the MOBILE6 modeling methodology used were refined and supplemented subsequent to discussion between New York and EPA. On June 24, 2003, New York held a public hearing on the revised motor vehicle emission budgets using MOBILE6 and EPA is proposing, herein, to approve those budgets.

## 2. What Is MOBILE6?

MOBILE6 is the most current version of a long line of MOBILE emissions factor models developed by EPA for estimating pollution from on-road motor vehicles in states outside of California. The model calculates emissions of volatile organic compounds (VOCs), nitrogen oxides (NO<sub>x</sub>) 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 variations in local conditions such as temperature, humidity, fuel quality, and inspection and maintenance programs. The model is used to calculate current and future inventories of motor vehicle emissions at the local, state and national level. These inventories are used to make decisions about air pollution policies and programs at the local, state and national level. Inventories based on the model 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. Although some minor updates were made in 1996 with the release of MOBILE5b, MOBILE6 is the first major update of the MOBILE model since 1993.

## 3. What Is the Purpose and Content of New York's Submittal?

The State submitted this proposed SIP revision to address an enforceable commitment made in the April 18, 2000 Attainment Demonstration SIP revision, approved by EPA on February 2, 2002 (67 FR 5170). The enforceable commitment obligated the State to update its 2007, attainment year, motor

<sup>1</sup> Memoranda, "Guidance on Motor Vehicle Emissions Budgets in 1-Hour Ozone Attainment 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>.

<sup>2</sup> 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).