

Discussions are likely to involve disclosure of investigative records compiled for law enforcement purposes, or information which if written would be contained in such records, the disclosure of which would interfere with enforcement proceedings. Discussions are also likely to specifically concern the Commission's participation in a civil action or proceeding or the conduct of a particular case involving a determination on the record after opportunity for a hearing.

The relevant exemptions on which this certification is based are set forth in the following provisions of law:

Section 552b(c) of Title 5 of the United States Code, (7)(A), (10)

Section 375.205(a) of Title 18 of the Code of Federal Regulations, (7)(i), (10)(ii)

Dated: February 19, 1997.

David N. Cook,

Deputy General Counsel.

[FR Doc. 97-5989 Filed 3-6-97; 11:27 am]

BILLING CODE 6717-01-M

ENVIRONMENTAL PROTECTION AGENCY

[AMS-FRL-5699-8]

Air Pollution Control; Motor Vehicle Emission Factors

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of public workshop.

SUMMARY: The Environmental Protection Agency is now in the process of developing revision and improvements to the highway vehicle emission factor model (the MOBILE model). The current version of the model, MOBILE5a, was released for use March 26, 1993. The next version of the model, MOBILE6, is tentatively planned for completion early in 1998 and release for use in the summer of 1998. This notice announces the first public workshop for the purpose of discussing issues raised by the pending revisions to the model, and provides the first formal opportunity for comment and reaction to the plans for data collection, analysis, and proposed model revisions. There will be at least one additional MOBILE6 workshop, most probably to be held late this year. The workshop will also include a short presentation concerning EPA's plans for development of a nonroad mobile source emission inventory model.

DATES: The workshop will be held Wednesday, March 19 and Thursday, March 20, 1997. The times are from 8:30 am to 5:00 pm March, and 8:30 am to 3:00 pm March 20. All times are Eastern Standard Time.

ADDRESSES: The workshop will be held in Powsley Auditorium of the Morris Lawrence Building, Washtenaw

Community College, 400 East Huron River Drive, Ann Arbor, MI 48106. Directions to the workshop can be requested from the contact person listed below, or from the EPA Technology Transfer Network (TTN) bulletin board system (BBS), or through accessing the OMS World Wide Web (WWW) site. Information on how to electronically access this and other workshop-related information appears immediately below.

FOR FURTHER INFORMATION CONTACT: Ms. Betty Measley, U.S. EPA Office of Mobile Sources, Assessment and Modeling Division, Emission Inventory Group, 2565 Plymouth Road, Ann Arbor MI 48105. Telephone: (313) 741-7903; fax (313) 741-7939.

SUPPLEMENTARY INFORMATION: This notice, as well as related information concerning the workshop, may be found in the OMS section of the EPA TTN BBS. To access this information using the WWW:

<http://www.epa.gov/OMSWWW/models.htm>

gopher:

gopher.epa.gov menus→Offices:
Air:OMS

<ftp://ftp.epa.gov> Chg Dir→pub/gopher/OMS

For those directly accessing the TTN BBS by modem connection:

TTNBBS Dial-in: (919) 541-5742 [Voice help: (919) 541-5384]

Web access to TTN: <http://ttnwww.rtpnc.epa.gov>

telnet: [ttnbbs.rtpnc.epa.gov](telnet://ttnbbs.rtpnc.epa.gov) (for reading/leaving messages)

<ftp://ttnftp.rtpnc.epa.gov> Chg Dir→H-Drive/OMS

Workshop-related files, including a copy of this notice, a map showing the location of WCC, and later additional information as described in the body of this announcement, will be found at the OMS Section, Models & Utilities Subsection

Under Section 130 of the Clean Air Act Amendments of 1990, EPA is required to review, and to revise a necessary, the emission factors used to estimate emissions of volatile organic compounds (VOC), carbon monoxide (CO), and oxides of nitrogen (NO_x) from area and mobile sources. In the case of highway vehicles, emission factors for these pollutants as a function of various parameters are estimated using the highway vehicle emission factor model, commonly referred to as MOBILE. This model, which was first developed in the late 1970s, has been revised, updated, and improved periodically since that time to account for increasing data and analyses concerning in-use emissions performance of highway vehicles,

changes in vehicle and emission control technology, changes in fuel composition, strengthening of applicable emission standards, refinements to applicable test procedures, and other items that affect emission levels in use.

Section 130 of the Act requires that this emission factor review, and revision as needed, be performed at least every three years. As noted above, the current official version of the model, MOBILE5a, was released in March 1993. Since that time, one interim update to the model has been developed, MOBILE5a_H, released in November 1995. While not involving revision and update to the entire model, this version and developed to address specific needs on the part of emission factor users. MOBILE5a_H incorporated a number of changes intended to improve the ability of modelers, particularly States and local/regional governments, in estimating the benefits of various innovative inspection and maintenance (I/M) programs and to improve the accuracy of modeling situations in which such programs change over time or different programs are applied to different subsets of the covered fleet.

The time elapsed since the last complete revision to the model and the additional test data and analyses available since that time warrant another thorough update and revision to the model. OMS plans significant changes not only to the underlying emission factor estimates, but to how emissions factors are modeled to account for things such as a separation of start and running exhaust emissions, roadway facility type, average traffic speeds, and a number of other important changes that will affect the input information required to use the model as well as the type of information produced by the model. Thus, this first MOBILE6 workshop will present an overview of the more important model revisions being planned. The tentative agenda for this workshop is discussed below. Other aspects of the modeling of highway vehicle emission that are not specifically included within the following discussion may also be briefly addressed in this workshop; however, the agenda discussed below is intended to illustrate the major areas of discussion for the workshop.

The workshop being announced by today's notice will span two days. In an effort to facilitate travel plans on the part of attendees, a preliminary agenda for the two days is presented below. Note that the first day (March 19) is largely devoted to "technical" issues involved in updating and revising the model, while the second part-day

(March 20) is focused more on "user changes," meaning those revisions planned that will affect the input data requirements and file structure and output changes. Many attendees will likely want to be present for both sessions, however, some may find that they can limit their attendance to one or the other days based on their specific interests and needs.

Topics To Be Discussed on March 19

The first day of the workshop is planned to include presentations on the new facility-specific speed correction cycles, start emissions and separation of start from running exhaust emissions, technology fractions for future model years, the findings of the in-use deterioration team, effects of fuel oxygenates and sulfur content on emissions, "real-time" diurnal evaporative emissions, and revisions to the modeling of emissions from heavy-duty vehicles. Each presentation will be followed by a short discussion/question and answer period, and there should be some time left at the end of the day for more general open discussion of the material that has been presented.

New Facility-Specific Driving Cycles

One area of concern with respect to the accuracy of modeled emission factors has been the methods used to correct emission estimates based on the Federal Test Procedure (FTP), intended to represent overall urban area driving and with an average speed of 19.6 mph, for other average speeds. EPA is designing a plan for a much different approach to this issue that we hope to include in MOBILE6, which should both improve the accuracy of emission estimates over the range of travel speeds of interest and improve the integration of emission factor modeling with transportation planning and modeling. This would represent a major departure from the approach taken in previous versions of the model, and will result in significant changes to both the input data requirements and output emission factor estimates relative to earlier versions.

Start Emissions and Separation of Start From Running Emissions

MOBILE has used operating mode fractions (describing the portion of overall vehicle miles travelled (VMT) by vehicles in cold-start, hot-start, or stabilized operation) as an input to provide exhaust emission factors in grams per mile that include start emissions. Based on the needs of the air quality and transportation planning communities and the availability of data suitable for this type of analysis, EPA is

proposing to make two major changes in this area: Provision of start emissions (in grams per vehicle per start) and stabilized running exhaust emissions (in grams per mile) at the option of the model user, and basing start emission estimates on time that a vehicle has been off (rather than simply "cold" and "hot" starts, start emissions will be modeled as a function of time that vehicles have been off, or "soak time").

Technology Fractions

Emissions from highway vehicles are estimated on a fleetwide basis using information on the fractions of each model years' fleet that use different technologies (e.g., fuel delivery systems, catalytic converter type). Projecting future year emission requires that projections of future technology fractions by model year be included in the MOBILE model. A contractor working for EPA has developed such estimates for future years, which will be presented and discussed.

In-Use Deterioration Team Findings

A team within OMS has spent considerable effort reexamining the extent of and causes of in-use deterioration, or the increase in emissions over time as vehicles accumulate mileage and components, including emission control components, age and degrade in performance. The team has worked in cooperation with the In-Use Deterioration Work Group of the Mobile Source Technical Advisory Subcommittee (a subcommittee to the Clean Air Advisory Committee established under the Federal Advisory Committee Act). All available data on in-use emissions performance over time have been used in an attempt to better quantify the extent of in-use emissions deterioration. An overview of the findings of the team to date, and some of the potential implications for the modeling of in-use deterioration of emissions in MOBILE6, will be presented and discussed at this workshop.

Fuel Sulfur and Oxygenate Content Effects

EPA has known for some time that other aspects of fuel (gasoline) composition, beyond volatility as measured by Reid vapor pressure (RVP), have an impact on emissions. MOBILE5a included the ability for the modeler to specify the effects of RVP, and of oxygenate type (i.e., alcohol or ether blends) and content (% by wgt), on emissions. At this workshop, information on revising and improving the modeling of oxygenate type of content on emissions, and on the

impacts of sulfur on emissions, will be presented and discussed.

Onboard Diagnostic System Effects

With the introduction of second generation onboard diagnostic systems (OBD-II) to the light-duty fleet, EPA needs to develop methods of modeling the impact of these systems on reducing in-use deterioration of both exhaust and evaporative emissions, in both inspection/maintenance (I/M) program areas and non-I/M areas. Proposed approaches to including such effects on MOBILE6, based on part on previous work by the California Air Resources Board and recommendations made by the Modeling Work Group of the Mobile Source Technical Advisory Subcommittee, will be presented and discussed.

Heavy-Duty Vehicle Emission Estimates

The estimation of in-use emissions from heavy-duty vehicles is complicated by the fact that such engines are regulated on a mass/work basis (grams per brake horsepower-hour), while users of emission factors generally need emissions on a mass/activity basis (i.e., grams per mile). This necessitates the use of conversion factors to adjust g/bhp-hr emissions to g/mi. These conversion factors will be updated for MOBILE6. In addition, plans are to expand the number of vehicle categories for which specific emission factors are estimated by the model, replacing "heavy-duty gas vehicle" and "heavy-duty diesel vehicle" emission factors with estimates specific to a number of subcategories (e.g., by GVW class, with buses treated separately). EPA's plans for revisions in these areas will be presented and discussed.

Fleet Characteristics

In order to model emission factors for the entire in-use fleet of highway vehicles, information on the total numbers of vehicles by vehicle type, the registration distributions by age of each vehicle type, and the annual mileage accumulation rates by age of each vehicle type are required. While modelers often substitute locality-specific data for the national data that is included in MOBILE, particularly for registration distributions by age, it is still important for national modeling and estimation of the impact of new rules, standards, and test procedures to update these types of information periodically. EPA has retained a contractor to develop more recent information on fleet characteristics, including detailed information on the various subclasses of heavy-duty gas and diesel vehicles, and buses, for use in MOBILE6. A progress

report on results to date and plans for incorporating such data into MOBILE6 will be presented and discussed.

Real-Time Diurnal Emissions

For gasoline-fueled vehicle types, non-exhaust emissions are a significant portion of total emissions of volatile organic compounds (VOC). Non-exhaust, or evaporative, emissions consist of diurnal emissions, hot soak (trip-end) emissions, refueling emissions, and running and resting losses. Diurnal emissions, generated during times that a vehicle is not being driven and ambient temperatures are increasing, have in the past been based on data obtained during one-hour forced heat builds, with the temperature increase representative of an entire eight-hour period being performed over one hour. More recent testing has shown that if the emissions are measured over longer periods of time, more representative of the rate and duration of temperature increases actually experienced by in-use vehicles, the results are not the same. To improve the accuracy of diurnal emissions estimates, and to provide users with the ability to better model emissions over shorter periods of time than full days (e.g., airshed models typically require emissions on an hour-by-hour basis), MOBILE6 will incorporate so-called "real time" diurnal emissions estimates and means of estimating such emissions over shorter time periods and lesser temperature increases characteristic of such shorter times. Plans for implementing this approach in MOBILE6 will be presented and discussed.

Liquids Leaks, Trip Characteristics

Plans are for the new version of the model to have means of explicitly accounting for, and estimating emissions due to evaporation of, liquid leaks of fuel. Modeling liquid leaks explicitly in MOBILE would have an impact on estimates for other nontailpipe emission factors (diurnals, hot soaks, running and resting losses), as the presumption is that liquid leaks, if and when encountered, have been included within these other emission source categories. All of these evaporative emission estimates are affected by trip characteristics, or travel patterns, such as average number of trips per day, miles per day, miles per trip, and so forth. EPA plans to have updated these trip characteristics in MOBILE6 on the basis of analysis of data obtained from instrumented vehicles.

These are the main areas in which presentations are planned for the first

day of the workshop. Results of test programs and data analyses will be presented where available, and in all subject areas plans for additional work and proposed revisions to the model's treatment of each area will be discussed.

Topics To Be Discussed on March 20

As noted above, the focus of the presentations and discussion on the second day of the workshop will be more toward changes that impact the input data requirements and file structure and on proposed output changes. The second day will also include a presentation concerning EPA's plans for development of a nonroad emission inventory model.

Inspection/Maintenance (I/M) Programs and Credits

One of the more important aspects of the model from the perspective of many States and local/regional entities is the modeling of the benefits of various types of periodic I/M programs. MOBILE5a_H was released in 1995 to provide an interim tool for use in modeling certain types of tests and combinations of programs that could not be modeled adequately using MOBILE5a. The increasing variety of test types (e.g., idle tests, IM240 tests, use of remote sensing devices in conjunction with other I/M programs, the ASM and BAR90 tests), the tendency toward greater use of multiple sets of cutpoints (based, for example, on age of vehicle at time of test), and the frequency with which a given area is using more than one type of I/M program, whether simultaneously or sequentially, all suggest that there is a need for changes in how the emission benefits resulting from such programs are estimated and reflected in MOBILE emission factors. In MOBILE6, EPA is considering significant changes to the means by which credits for I/M programs are modeled. EPA will present proposals for changes in the modeling of I/M programs for discussion and comment.

Input/Output Structure Changes

In past updates to the MOBILE model, EPA has made a strong effort to maintain upward compatibility of input data files used to run the model. That is, a MOBILE4.1 input file, for example, can be used to run MOBILE5a, although some features of MOBILE5a have no corresponding feature in MOBILE4.1. This has been accomplished through adding new options as either (i) additional permitted values assigned to existing control flags, or (ii) additional optional variables appended to the end (right side) of existing input file lines,

set up so that if they are missing (as would be the case if an input file for an older MOBILE version not having that feature) this is interpreted as "new option not to be included in modeling." The extent of changes planned and proposed for MOBILE6 are such that it will not longer be possible to maintain this "upward compatibility" of input files. The output files are also likely to change significantly.

Because this is likely to be of great interest of State and local/regional modelers in particular, EPA will devote one presentation to specifically outlining all of the input and output changes implied by the model revisions noted above, as well as others not the subject of specific presentations at this workshop. This information is still in the proposal stage, and the input of and reaction from modelers at and after the workshop will assist in determining the precise nature of these changes in MOBILE6.

Nonroad Model—Overview of Plans

The final presentation at the workshop will not be directly related to MOBILE6, but instead will present an overview of EPA's plans for the development of a nonroad mobile source emission inventory (as versus emission factor) model. Current nonroad inventory development practices are based on EPA's Nonroad Engine and Vehicle Emissions Study (NEVES), done under the 1990 Clean Air Act Amendment requirements, and "Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources (EPA-450/4-81-026d (revised), 1992). In consideration of the increased recognition of the importance of emissions from nonroad sources in terms of overall emissions and air quality, and the considerable practical difficulty of implementing the current guidance, EPA is planning to develop a SIP-related nonroad emissions inventory model to meet the needs of the modeling audience. EPA will present its plans and proposals for development of a nonroad mobile source emission inventory model, and will be especially interested in input from workshop attendees as to their needs and preferences for such a model. Specifically, EPA would like to know the types of locality-specific input data (e.g., equipment populations) that users of such a model would anticipate developing and using in order to customize nonroad emission inventories for the geographic domain of interest. Such information obtained at the workshop will assist EPA in determining the best approaches to use

in a nonroad emission inventory model to maximize its utility.

Additional Information

To the extent possible, EPA will post material at the TTN BBS site described under **FOR FURTHER INFORMATION CONTACT** above in advance of the workshop. Those planning to attend, and those interested in following the progress of workshop planning more closely, should periodically visit the workshop information site. For example, some of the presentation materials that will be used at the workshop will be posted in advance to facilitate discussion and comment at the workshop.

Dated: February 28, 1997.

Mary D. Nichols,

Assistant Administrator for Air and Radiation.

[FR Doc. 97-5884 Filed 3-7-97; 8:45 am]

BILLING CODE 6560-50-M

[FRL-5700-7]

National Advisory Council for Environmental Policy and Technology Information Impacts Committee; Public Meeting

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of public meeting.

SUMMARY: Under the Federal Advisory Committee Act, PL 92463, EPA gives notice of a two-day meeting of the National Advisory Council for Environmental Policy and Technology (NACEPT) Information Impacts Committee (IIC). NACEPT provides advice and recommendations to the Administrator of EPA on a broad range of environmental policy issues. The IIC has been asked to review information requirements, and provide recommendations on how to effectively position information resources to support new, comprehensive and long-term Agency initiatives. This meeting is being held to commence development of the committee's recommendations to the Agency.

DATES: The two-day public meeting will be held on Tuesday, April 15, 1997 from 9:00 a.m. to 5:00 p.m. and Wednesday, April 16, 1997 from 9:00 a.m. to 3:00 p.m. The meeting will be held at the Channel Inn Hotel 650 Water Street, SW., Washington, DC 20024.

ADDRESSES: Although time will be limited, there will be opportunity for public comment. Interested parties may submit written materials or comments, or may choose to address the committee directly. In either case, requests for

participation must be submitted no later than March 31, 1997 to Joe Sierra, Designated Federal Officer, NACEPT/IIC, U.S. EPA, Office of the Cooperative Environmental Management (1601F), 401 M Street, S.W., Washington, DC 20460.

FOR FURTHER INFORMATION CONTACT: Joseph Sierra, Designated Federal Officer for the Information Impacts Committee at 202-260-5839.

Dated: February 25, 1997.

Joseph A. Sierra,

Designated Federal Official.

[FR Doc. 97-5888 Filed 3-7-97; 8:45 am]

BILLING CODE 6560-50-M

[FRL-5700-6]

National Advisory Council for Environmental Policy and Technology Reinvention Criteria Committee; Public Meeting

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of public meeting.

SUMMARY: Under the Federal Advisory Committee Act, PL 92463, EPA gives notice of a two-day meeting of the National Advisory Council for Environmental Policy and Technology (NACEPT) Reinvention Criteria Committee (RCC). NACEPT provides advice and recommendations to the Administrator of EPA on a broad range of environmental policy issues. The RCC has been asked to identify criteria the Agency can use to measure the progress and success of specific reinvention projects and its overall reinvention efforts; and to identify criteria to promote opportunities for self-certification, similar to the concept used for pesticide registration. This meeting is being held to provide the EPA with perspectives from representatives of state and local government, academia, industry, environmental organizations, and NGOs.

DATES: The two-day public meeting will be held on Wednesday, April 2, 1997 from 8:30 am to 5:00 pm and on Thursday, April 3, 1997 from 8:30 am to 4:00 pm. The meeting will be held at the Ramada Plaza Hotel Old Town, 901 N. Fairfax Street, Alexandria, Virginia.

ADDRESSES: Materials, or written comments, may be transmitted to the Committee through Gwendolyn Whitt, Designated Federal Officer, NACEPT/RCC, U.S. EPA, Office of Cooperative Environmental Management (1601-F), 401 M Street, SW, Washington, D.C. 20460.

FOR FURTHER INFORMATION CONTACT: Gwendolyn Whitt, Designated Federal Officer for the NACEPT Reinvention Criteria Committee at 202-260-9484.

Dated: February 25, 1997.

Gwendolyn C.L. Whitt,

Designated Federal Official.

[FR Doc. 97-5890 Filed 3-7-97; 8:45 am]

BILLING CODE 6560-50-P

[FRI-5701-4]

National Drinking Water Advisory Council, Small Systems Working Group; Notice of Open Meeting

Under Section 10(a)(2) of Public Law 92-423, "The Federal Advisory Committee Act," notice is hereby given that a meeting of the Small Systems Working Group of the National Drinking Water Advisory Council established under the Safe Drinking Water Act, as amended (42 U.S.C. S300f *et seq.*), will be held on March 20 and 21, 1997 from 8:30 am to 5:30 pm, at the Channel Inn, 650 Water Street, S.W., Washington, DC 20024. The meeting is open to the public, but due to past experience, seating will be limited.

The purpose of this meeting is to review and discuss options for how EPA might implement the capacity development and state affordability information provisions of the Safe Drinking Water Act Amendments of 1996. The meeting is open to the public to observe. The working group members are meeting to gather information, analyze relevant issues and facts and discuss options. Statements will be taken from the public at this meeting, as time allows.

For more information, please contact, Peter E. Shanaghan, Designated Federal Officer, Small Systems Working Group, U.S. EPA, Office of Ground Water and Drinking Water (4606), 401 M Street SW, Washington, D.C. 20460. The telephone number is 202-260-5813 and the email address is shanaghan.peter@epamail.epa.gov.

Dated: March 3, 1997.

Charlene Shaw,

Designated Federal Officer, National Drinking Water Advisory Council.

[FR Doc. 97-5880 Filed 3-7-97; 8:45 am]

BILLING CODE 6560-50-M

[FRL-5701-5]

National Drinking Water Advisory Council, Source Water Protection Working Group; Notice of Open Meeting

Under Section 10(a)(2) of Public Law 92-423, "The Federal Advisory