

**FOR FURTHER INFORMATION CONTACT:**  
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1200 (RC-S) Dallas, Texas 75202-2733  
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Dated: March 13, 2009.

**Lawrence E. Starfield,**  
*Acting Regional Administrator, Region 6.*  
[FR Doc. E9-6881 Filed 3-26-09; 8:45 am]  
**BILLING CODE 6560-50-P**

## ENVIRONMENTAL PROTECTION AGENCY

[FRL-8787-3]

### Maryland; Adequacy Status of the 2008 Reasonable Further Progress Plan for the Baltimore 8-Hour Ozone Nonattainment Area Motor Vehicle Emission Budgets

**AGENCY:** Environmental Protection  
Agency (EPA).

**ACTION:** Notice of adequacy.

**SUMMARY:** In this notice, EPA is notifying the public that we have found that the Motor Vehicle Emissions Budgets (MVEBs) in the Reasonable Further Progress Plan (RFP) submitted as a State Implementation Plan (SIP) revision on June 4, 2007 by the Maryland Department of the Environment, (MDE) are adequate for transportation conformity purposes. As a result of EPA's finding, the State of Maryland must use the MVEBs from the June 4, 2007 RFP Plan for future conformity determinations for the 8-hour ozone standard.

**DATES:** These MVEBs are effective April 13, 2009.

**FOR FURTHER INFORMATION CONTACT:**  
Martin Kotsch, U.S. EPA, Region III,  
1650 Arch Street, Philadelphia, PA  
19103 at (215) 814-3335 or by e-mail at:  
[kotsch.martin@EPA.gov](mailto:kotsch.martin@EPA.gov). The finding is  
available at EPA's conformity Web site:  
[http://www.epa.gov/otaq/  
stateresources/transconf/currsips.htm](http://www.epa.gov/otaq/stateresources/transconf/currsips.htm).

**SUPPLEMENTARY INFORMATION:**  
Throughout this document "we," "us,"  
or "our" refer to EPA. The word  
"budgets" refers to the motor vehicle  
emission budgets for volatile organic  
compounds (VOCs) and nitrogen oxides  
(NOx). The word "SIP" in this  
document refers to the RFP Plans for the  
Baltimore 8-Hour Ozone Nonattainment  
Area submitted to EPA as SIP revisions  
on June 4, 2007.

Today's notice is simply an  
announcement of a finding that EPA has  
already made. EPA Region III sent a  
letter to MDE on January 15, 2009  
stating that the MVEBs in the RFP Plan  
are adequate for transportation  
conformity purposes. As a result of

EPA's finding, the State of Maryland  
must use the MVEBs from the June 4,  
2007 RFP Plan for future conformity  
determinations for the 8-hour ozone  
standard. This finding has also been  
announced on EPA's conformity Web  
site: [http://www.epa.gov/otaq/  
stateresources/transconf/pastsips.htm](http://www.epa.gov/otaq/stateresources/transconf/pastsips.htm).  
The adequate MVEBs are provided in  
the following table:

TABLE 1—MARYLAND MOTOR VEHICLE  
EMISSIONS BUDGETS

Nonattain- ment area	2008 Reasonable further progress	
	VOC (tpd)	NOX (tpd)
Baltimore ...	41.2	106.8

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 procedure 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 we determine  
whether a SIP's motor vehicle emission  
budgets are adequate for 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 prejudge EPA's ultimate  
approval of the SIP. Even if we find a  
budget adequate, the SIP could later be  
disapproved. We have described our  
process for determining the adequacy of  
submitted SIP budgets in 40 CFR  
93.118(f), and have followed this rule in  
making our adequacy determination.

Dated: March 10, 2009.

**William T. Wisniewski,**  
*Acting Regional Administrator, Region III.*  
[FR Doc. E9-6883 Filed 3-26-09; 8:45 am]  
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## ENVIRONMENTAL PROTECTION AGENCY

[FRL-8787-2]

### Maryland; Adequacy Status of the 2008 Reasonable Further Progress Plan for the Maryland Portion of the Philadelphia-Wilmington-Atlantic City 8-Hour Ozone Nonattainment Area Motor Vehicle Emission Budgets

**AGENCY:** Environmental Protection  
Agency (EPA).

**ACTION:** Notice of adequacy.

**SUMMARY:** In this notice, EPA is  
notifying the public that we have found  
that the Motor Vehicle Emissions  
Budgets (MVEBs) in the Reasonable  
Further Progress Plan (RFP) submitted  
as a State Implementation Plan (SIP)  
revision on June 4, 2007 by the  
Maryland Department of the  
Environment, (MDE) are adequate for  
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a result of EPA's finding, the State of  
Maryland must use the MVEBs from the  
June 4, 2007 RFP Plan for future  
conformity determinations for the 8-  
hour ozone standard.

**DATES:** These MVEBs are effective April  
13, 2009.

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"budgets" refers to the motor vehicle  
emission budgets for volatile organic  
compounds (VOCs) and nitrogen oxides  
(NOx). The word "SIP" in this  
document refers to the RFP Plans for the  
Maryland portion of the Philadelphia-  
Wilmington-Atlantic City Ozone  
Nonattainment Area submitted to EPA  
as SIP revisions on June 4, 2007.

Today's notice is simply an  
announcement of a finding that EPA has  
already made. EPA Region III sent a  
letter to MDE on January 15, 2009  
stating that the MVEBs in the RFP Plan  
are adequate for transportation  
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