

**DEPARTMENT OF ENERGY****Federal Energy Regulatory Commission**

[Docket No. EG97-77-000]

**Zond Windsystem Partners, Ltd., Series 85-A, a California Limited Partnership; Notice of Amendment to Application for Determination of Exempt Wholesale Generator Status**

August 26, 1997.

On August 25, 1997, Zond Windsystem Partners, Ltd., Series 85-A, a California Limited Partnership, 13000 Jameson Road, Tehachapi, California 93561, filed with the Federal Energy Regulatory Commission an amendment to its application.

Any person desiring to be heard concerning the application for exempt wholesale generator status should file a motion to intervene or comments with the Federal Energy Regulatory Commission, 888 First Street, NE, Washington, DC 20426, in accordance with Sections 385.211 and 385.214 of the Commission's Rules of Practice and Procedure. The Commission will limit its consideration of comments to those that concern the adequacy or accuracy of the application. All such motions and comments should be filed on or before September 8, 1997 and must be served on applicant. Any person wishing to become a party must file a motion to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

**Lois D. Cashell,***Secretary.*

[FR Doc. 97-23036 Filed 8-28-97; 8:45 am]

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**ENVIRONMENTAL PROTECTION AGENCY**

[FRL-5885-5]

**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 revisions 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 second public workshop for the purpose of discussing issues raised by the pending revisions to the model. At this workshop, EPA will present results of analyses that have been completed to date, raise new issues for discussion and comment, and generally provide an update as to the progress that has been made since the first MOBILE6 workshop held in March, 1997. There is likely to be one additional MOBILE6 workshop, probably in the spring of 1998. As at the March 1997 workshop, this workshop will also include a presentation on EPA's progress in the development of a nonroad mobile source emissions inventory model.

**DATES:** The workshop will be held Wednesday, October 1 and Thursday, October 2, 1997. The times are from 8:30 am to 4:30 pm October 1, and 8:30 am to 5 pm October 2. All times are Eastern Daylight Time (EDT).

**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 through accessing the OMS World Wide Web (WWW) site ([www.epa.gov/omswww/](http://www.epa.gov/omswww/)). Information on how to electronically access this and other workshop-related information appears 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) 741-7902; fax (313) 741-7939.

This notice, as well as related information concerning the workshop, may be found in the OMS section of the EPA Web site. 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

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

**SUPPLEMENTARY INFORMATION:** Under section 130 of the Clean Air Act Amendments of 1990, EPA is required to review, and to revise as necessary, the emission factors used to estimate

emissions of volatile organic compounds (VOC), carbon monoxide (CO), and oxides of nitrogen (NO<sub>x</sub>) 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, 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 in-use emission levels.

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, two interim updates to the model have been developed, MOBILE5a\_H (released in November 1995) and MOBILE5b (released in October 1996). While not involving revision and update to the entire model, these versions were 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. MOBILE5b greatly simplified the use of the features first provided in MOBILE5a\_H, and included a number of other minor changes, corrections, and improvements.

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 emission factors are modeled to account for things such as 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