

California Water Fix, Comment Period Ends: 10/30/2015, Contact: Michelle Banonis 916-930-5676, Revision to FR Notice Published 07/17/2015; Extending the Comment Period from 08/31/2015 to 10/30/2015.

Dated: July 28, 2015.

**Dawn Roberts,**

*Management Analyst, NEPA Compliance Division, Office of Federal Activities.*

[FR Doc. 2015-18842 Filed 7-30-15; 8:45 am]

**BILLING CODE 6560-50-P**

## ENVIRONMENTAL PROTECTION AGENCY

[EPA-HQ-OAR-2011-0742; FRL-9931-69-OEI]

### Information Collection Request Submitted to OMB for Review and Approval; Comment Request; Aircraft Engines—Supplemental Information Related to Exhaust Emissions

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

**ACTION:** Notice.

**SUMMARY:** The Environmental Protection Agency has submitted an information collection request (ICR), "Aircraft Engines—Supplemental Information Related to Exhaust Emissions" (EPA ICR No. 2427.03, OMB Control No. 2060-0680) to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*). This is a proposed extension of the ICR. Public comments were previously requested via the **Federal Register** during a 60-day comment period. This notice allows for an additional 30 days for public comments. A fuller description of the ICR is given below, including its estimated burden and cost to the public. An Agency may not conduct or sponsor and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number.

**DATES:** Additional comments may be submitted on or before August 31, 2015.

**ADDRESSES:** Submit your comments, referencing the above listed Docket ID Number, to (1) EPA online using [www.regulations.gov](http://www.regulations.gov) (our preferred method), or by mail to: EPA Docket Center, Environmental Protection Agency, Mail Code 28221T, 1200 Pennsylvania Ave. NW., Washington, DC 20460, and (2) OMB via email to [oira\\_submission@omb.eop.gov](mailto:oira_submission@omb.eop.gov). Address comments to OMB Desk Officer for EPA.

EPA's policy is that all comments received will be included in the public docket without change including any

personal information provided, unless the comment includes profanity, threats, information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute.

#### FOR FURTHER INFORMATION CONTACT:

Alan Stout, Office of Air and Radiation, U.S. Environmental Protection Agency; telephone number: 734-214-4805; email address: [stout.alan@epa.gov](mailto:stout.alan@epa.gov).

#### SUPPLEMENTARY INFORMATION:

Supporting documents which explain in detail the information that the EPA will be collecting are available in the public docket for this ICR. The docket can be viewed online at [www.regulations.gov](http://www.regulations.gov) or in person at the EPA Docket Center, WJC West, Room 3334, 1301 Constitution Ave. NW., Washington, DC. The telephone number for the Docket Center is 202-566-1744. For additional information about EPA's public docket, visit <http://www.epa.gov/dockets>.

**Abstract:** Clean Air Act section 231 (42 U.S.C. 7571) authorizes EPA to adopt emission standards for aircraft engines. The Clean Air Act additionally provides broad authority for EPA to collect information related to the regulations we adopt for aircraft and other emission sources (42 U.S.C. 7414(a)(1)). EPA is accordingly adopted emission standards for aircraft gas turbine engines and added a requirement for manufacturers to submit information related to compliance with the emission standards. EPA will use the data to verify compliance with emission standards and to better understand the characteristics of aircraft engines that are subject to emission standards.

**Respondent's obligation to respond:** Mandatory.

**Estimated number of respondents:** 10 (total).

**Frequency of response:** Annual.

**Total estimated burden:** 60 hours (per year). Burden is defined at 5 CFR 1320.03(b).

**Total estimated cost:** No annualized capital or operation & maintenance costs.

**Changes in the estimates:** There is no change in the total estimated respondent burden compared with the ICR currently approved by OMB.

**Courtney Kerwin,**

*Director, Collection Strategies Division.*

[FR Doc. 2015-18716 Filed 7-30-15; 8:45 am]

**BILLING CODE 6560-50-P**

## ENVIRONMENTAL PROTECTION AGENCY

[EPA-R10-OAR-2015-0323; FRL-9931-61-Region 10]

### Adequacy Determination for the Grants Pass, Oregon PM<sub>10</sub> State Implementation Plan for Transportation Conformity Purposes

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

**ACTION:** Notice of adequacy determination.

**SUMMARY:** The Environmental Protection Agency (EPA) is notifying the public of its finding that the Grants Pass, Oregon second 10-year limited maintenance plan (LMP) for particulate matter with an aerodynamic diameter of a nominal 10 microns or less (PM<sub>10</sub>) is adequate for transportation conformity purposes. The LMP was submitted to the EPA by the State of Oregon Department of Environmental Quality (ODEQ or the State) on April 22, 2015. As a result of our adequacy finding, regional emissions analyses will no longer be required as part of the transportation conformity demonstrations for PM<sub>10</sub> for the Grants Pass area.

**DATES:** This finding is effective August 17, 2015.

**FOR FURTHER INFORMATION CONTACT:** The finding will be available at the EPA's conformity Web site: <http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm>. You may also contact Dr. Karl Pepple, U.S. EPA, Region 10 (OAWT-107), 1200 Sixth Ave., Suite 900, Seattle, WA 98101; (206) 553-1778; or by email at [pepple.karl@epa.gov](mailto:pepple.karl@epa.gov).

**SUPPLEMENTARY INFORMATION:** This action provides notice of the EPA's adequacy finding regarding the second 10-year PM<sub>10</sub> limited maintenance plan (LMP) for the Grants Pass area for purposes of transportation conformity. The EPA's finding was made pursuant to the adequacy review process for implementation plan submissions delineated at 40 CFR 93.118(f)(1) under which the EPA reviews the adequacy of a state implementation plan (SIP) submission prior to the EPA's final action on the implementation plan.

The State submitted the LMP to the EPA on April 22, 2015. Pursuant to 40 CFR 93.118(f)(1), the EPA notified the public of its receipt of this plan and its review for an adequacy determination on the EPA's Web site and requested public comment by no later than June 3, 2015. The EPA received no comments on the plan during the comment period. As part of our analysis, we also

reviewed the State's compilation of public comments and response to comments that were submitted during the State's public process for the LMP. There were no adverse comments directed at the on-road portion of the LMP.

Based on our review, the EPA believes it is appropriate to find this LMP adequate for use in transportation conformity prior to final action on the LMP. The EPA has moved forward with an approval notice for the Grants Pass PM<sub>10</sub> LMP. Until that action is final and effective, this adequacy finding allows the State to apply the LMP for transportation conformity purposes.

The EPA notified ODEQ in a letter dated June 24, 2015 (adequacy letter), subsequent to the close of the EPA comment period, that the EPA had found the LMP to be adequate for use in transportation conformity. A copy of the adequacy letter and its enclosure are available in the docket for this action and at the EPA's conformity Web site: <http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm>.

Pursuant to 40 CFR 93.109(e), limited maintenance plans are not required to contain on-road motor vehicle emissions budgets. Accordingly, as a result of this adequacy finding, regional emissions analyses will no longer be required as a part of the transportation conformity demonstrations for PM<sub>10</sub> for the Grants Pass area. However, other conformity requirements still remain such as consultation (40 CFR 93.112), transportation control measures (40 CFR 93.113), and project level analysis (40 CFR 93.116).

Transportation conformity is required by section 176(c) of the Clean Air Act. Transportation conformity to a SIP means that on-road transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The minimum criteria by which we determine whether a SIP is adequate for conformity purposes are specified at 40 CFR 93.118(e)(4). The EPA's analysis of how the LMP satisfies these criteria is found in the adequacy letter and its enclosure.

**Authority:** 42 U.S.C. 7401–7671q.

Dated: July 15, 2015.

**Dennis J. McLerran,**  
Regional Administrator, Region 10.

[FR Doc. 2015–18831 Filed 7–30–15; 8:45 am]

**BILLING CODE 6560–50–P**

**ENVIRONMENTAL PROTECTION AGENCY**

**[EPA–R10–OAR–2013–0005: FRL–9931–60–Region 10]**

**Adequacy Determination for the Klamath Falls, Oregon PM<sub>2.5</sub> State Implementation Plan for Transportation Conformity Purposes**

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

**ACTION:** Notice of adequacy determination.

**SUMMARY:** The Environmental Protection Agency (EPA) is notifying the public of its finding that the motor vehicle emissions budgets (MVEBs) for particulate matter with an aerodynamic diameter of a nominal 2.5 microns or less (PM<sub>2.5</sub>) and nitrogen oxides (NO<sub>x</sub>) in the Klamath Falls PM<sub>2.5</sub> state implementation plan (SIP or attainment plan) are adequate for transportation conformity purposes. The attainment plan was submitted to the EPA by the State of Oregon Department of Environmental Quality (DEQ or the State) on December 12, 2012, with a clarification to the MVEB submitted on December 19, 2013. As a result of this adequacy finding, the Oregon DEQ, the Oregon Department of Transportation, and the U.S. Department of Transportation will be required to use these MVEBs for future transportation conformity determinations.

**DATES:** This finding is effective August 17, 2015.

**FOR FURTHER INFORMATION CONTACT:** The finding will be available at the EPA's conformity Web site: <http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm>. You may also contact Dr. Karl Pepple, U.S. EPA, Region 10 (OAWT–107), 1200 Sixth Ave., Suite 900, Seattle WA 98101; (206) 553–1778; or by email at [pepple.karl@epa.gov](mailto:pepple.karl@epa.gov).

**SUPPLEMENTARY INFORMATION:** This action provides notice of the EPA's adequacy finding regarding the MVEBs located in the attainment plan for the 2006 PM<sub>2.5</sub> national ambient air quality standards for purposes of transportation conformity. The EPA's finding was made pursuant to the adequacy review process for state attainment plan submissions delineated at 40 CFR 93.118(f)(1) under which the EPA reviews the adequacy of an attainment plan submission prior to the EPA's final action on the attainment plan.

Before the attainment plan was submitted to the EPA, consultation among federal, State, and local agencies occurred. Full attainment plan

documentation was provided to EPA, and EPA's stated concerns were addressed. The State submitted the attainment plan to the EPA on December 12, 2012 with a clarification to the MVEBs submitted on December 19, 2013. Pursuant to 40 CFR 93.118(f)(1), the EPA notified the public of its receipt of this plan and its review for an adequacy determination on the EPA's Web site and requested public comment by no later than April 9, 2015. The EPA received no comments on the plan during the comment period. As part of our analysis, we also reviewed the State's compilation of public comments and response to comments that were submitted during the State's public process for the attainment plan. The State subsequently provided a clarification to the MVEBs in the attainment plan on December 19, 2013. The EPA finds that the MVEBs in the attainment plan, as clarified, are adequate for purposes of transportation conformity. There were no other comments directed at the on-road portion of the attainment plan that were submitted during the State public process.

The EPA notified Oregon DEQ in a letter dated June 24, 2015 (adequacy letter), subsequent to the close of the EPA comment period, that the EPA had found the MVEBs located in the attainment plan to be adequate for use in transportation conformity. A copy of the adequacy letter and its enclosure are available in the docket for this action and at the EPA's conformity Web site: <http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm>. The MVEBs that the EPA determined to be adequate for purposes of transportation conformity are listed in the following table.

2014 MOTOR VEHICLE EMISSIONS BUDGETS FOR KLAMATH FALLS	
PM <sub>2.5</sub> .....	699 lbs/day.
NO <sub>x</sub> .....	4,834 lbs/day.

Transportation conformity is required by section 176(c) of the Clean Air Act. Transportation conformity to an attainment plan means that on-road transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The minimum criteria by which we determine whether an attainment plan is adequate for conformity purposes are specified at 40 CFR 93.118(e)(4). The EPA's analysis of how the attainment plan satisfies these criteria is found in the adequacy letter and its enclosure.