

ACTION: Final rule.

SUMMARY: As part of the President's Regulatory Reinvention Initiative, the Coast Guard is removing obsolete regulations. The Appendix to 33 CFR Subpart 1.07 is outdated. To avoid misleading the public with outdated materials, the Coast Guard is removing the Appendix.

EFFECTIVE DATE: April 25, 1996.

ADDRESSES: Unless otherwise indicated, documents referred to in this preamble are available for inspection or copying at the office of the Executive Secretary, Marine Safety Council (G-LRA/3406), U.S. Coast Guard Headquarters, 2100 Second Street SW., room 3406, Washington D.C. 20593-0001 between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

FOR FURTHER INFORMATION CONTACT: LT Michele Bouziane, Staff Attorney, Maritime and International Law Division, Office of Chief Counsel, U.S. Coast Guard Headquarters, (202) 267-0014.

SUPPLEMENTARY INFORMATION:

Background and Purpose

The Appendix to 33 CFR Subpart 1.07 lists penalty provisions of statutes the Coast Guard is authorized to enforce. This includes penalty provisions of laws that the Coast Guard enforces and administers under this part. It also includes penalty provisions of laws that another agency administers, but the Coast Guard enforces when violations occur on the high seas and waters over which the United States has jurisdiction. The Appendix also lists the penalty procedure (civil or criminal) used by the Coast Guard to address violations of each statute.

The Appendix was last updated in 1982. The Appendix, in its outdated condition, is of little use and could be misleading. The Coast Guard does not plan to update the index because the information it contains is available elsewhere in statutes and regulations. To avoid misleading the public with outdated materials, the Coast Guard is removing the Appendix.

Regulatory Information

This rule is being published as a final rule without a prior notice of proposed rulemaking. This rulemaking merely removes the Appendix to 33 CFR Subpart 1.07 and will not impose any substantive requirements on the public. Therefore, the Coast Guard for good cause finds, under 5 U.S.C. 553 (b)(3)(B) and (d)(3), that notice and public comment procedure are unnecessary,

and that this rule may be made effective upon publication.

Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has not been reviewed by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this rule will have a significant economic impact on a substantial number of small entities. "Small entities" may include (1) small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields and (2) governmental jurisdictions with populations of less than 50,000. The Coast Guard has evaluated this rule under the Regulatory Flexibility Act. This rule involves removing the Appendix to 33 CFR Subpart 1.07 and will not have a substantive impact on the public. Therefore, the Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This proposal contains no collection-of-information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this rule and concluded that, under paragraph 2.B.2 of Commandant Instruction M16475.1B (as revised by 59 FR 38654, July 29, 1994), this rule is categorically excluded from further environmental documentation. A "Categorical

Exclusion Determination" is available in the docket for inspection or copying where indicated under **ADDRESSES**.

List of Subjects

33 CFR Part 1

Administrative practice and procedure, Authority delegations (Government agencies), Freedom of information, Penalties.

Subpart 1.07 Appendix [Removed]

Under the authority of 14 U.S.C. 633, the Appendix to 33 CFR Subpart 1.07 is removed.

Dated: April 19, 1996.

Paul M. Blayney,

Rear Admiral, U.S. Coast Guard, Chief Counsel.

[FR Doc. 96-10255 Filed 4-24-96; 8:45 am]

BILLING CODE 4910-14-M

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 52**

[KS-6-1-6985, MO-31-1-7153; FRL 5448-9]

Approval and Promulgation of Implementation Plans; States of Kansas and Missouri

AGENCY: Environmental Protection Agency (EPA).

ACTION: Direct final rule.

SUMMARY: By this action the EPA gives full approval to the State Implementation Plans (SIP) submitted by the states of Kansas and Missouri to fulfill the emission inventory update requirement of the approved Kansas City maintenance plan. The submittals also establish a motor vehicle emissions budget for the purposes of fulfilling the requirements of the Federal Transportation Conformity rule.

DATES: This action will be effective June 24, 1996 unless by May 28, 1996 adverse or critical comments are received.

ADDRESSES: Copies of the documents relevant to this action are available for public inspection during normal business hours at the: Environmental Protection Agency, Air Planning and Development Branch, 726 Minnesota Avenue, Kansas City, Kansas 66101.

FOR FURTHER INFORMATION CONTACT: Lisa V. Haugen at (913) 551-7877.

SUPPLEMENTARY INFORMATION:

I. Background

Based on ambient air quality data for the period 1989 through 1991, the

Kansas and Missouri portions of the Kansas City ozone nonattainment area were redesignated to attainment, and a maintenance plan was approved, in a June 23, 1992, Federal Register notice. In the approved maintenance plan, each state committed to completing comprehensive volatile organic compound (VOC) point source inventory updates at least twice in each five-year period following the effective date of the area's redesignation. Area and mobile source inventories are to be updated at least once every five years. These periodic updates are part of each state's continued efforts to ascertain whether actual VOC emissions are within the attainment inventory.

The 1992 approved maintenance SIP was submitted before EPA finalized its maintenance plan guidance which provided that nitrogen oxide (NO_x) emissions inventories be included in maintenance demonstrations. However, during the course of EPA review of the submittal, EPA made an assessment of NO_x emissions in Kansas City. These emission inventory updates supersede the NO_x inventory information for the period 1990 through 2000 developed by EPA during the review and approval of the 1992 maintenance plan.

On November 23, 1993, pursuant to section 176(c) of the Clean Air Act, the EPA promulgated the final rule (hereafter referred to as the Transportation Conformity rule), which established the process by which the Federal Highway Administration, the Federal Transit Administration, and metropolitan planning organizations (MPO) determine conformity of highway and transit projects. This rule applies to Kansas City as an ozone maintenance area.

The emissions budget is the mechanism EPA has identified for demonstrating consistency between emissions expected from implementation of transportation plans, Transportation Improvement Programs (TIP), and projects with estimates of emissions in the SIP from on-road motor vehicles. Motor vehicle emissions budgets are the explicit or implicit identification of the on-road motor vehicle-related portion of the projected emission inventory used to demonstrate maintenance of the National Ambient Air Quality Standard for ozone for a

particular year specified in the SIP. The motor vehicle emissions budget establishes a cap on the predicted highway and transit vehicle VOC and NO_x emissions which, if exceeded, will result in a nonconformity finding.

The maintenance plan for the Kansas City area was approved before the promulgation of the Transportation Conformity rule, and therefore did not include explicit motor vehicle emission budgets for VOCs and NO_x. These SIP revisions amend the 1992 Kansas City ozone maintenance SIP to specify motor vehicle VOC and NO_x emissions budgets for the Kansas City air quality maintenance area.

II. Review of State Submittal

A comprehensive emissions inventory for both VOCs and NO_x, which includes an explicit motor vehicle emissions budget, was submitted by the state of Kansas on May 11, 1995, and by the state of Missouri on April 12, 1995. These emissions inventory updates were completed for the Kansas City ozone maintenance area, which includes Wyandotte and Johnson counties in Kansas and Clay, Jackson, and Platte counties in Missouri. With the exception of point sources and the asphalt paving source category, all other emissions estimates were calculated with 1990 as the base year, and projections were made from the base to 2010.

Air quality monitoring data, which have recently been quality-assured, indicate that measured exceedances of the ozone standard were recorded on July 11, 12, and 13, 1995, at the Liberty monitoring site in Kansas City. The highest recorded value for each day was .128 ppm, .161 ppm, and .131 ppm, respectively. These exceedances, added to a measured exceedance of the ozone standard of .128 ppm, recorded on July 29, 1993, puts the area in violation of the standard.

As required in the approved maintenance plan, contingency measures must be implemented to address the violation of the ozone standard. The approved maintenance plan also includes a commitment by the states to complete a comprehensive VOC emission inventory should a violation of the ozone standard occur. EPA has determined that the emission

inventory updates submitted by the states of Kansas and Missouri fulfill the aforementioned commitment. However, if the Kansas City area experiences further violations of the ozone standard, the emission inventory will need to be revised.

A. VOC and NO_x Emissions Inventory Updates

Part 3.2 and Appendices A, B, and C of the 1992 maintenance SIP contain VOC emissions inventory estimates from point, area, and mobile sources for the period 1988 through 2000. These SIP revisions update and supersede the VOC emissions inventory in its entirety for the period between 1990 and 2000. This revision also supplements Part 3.2 with VOC emissions inventory projections for 2005 and 2010 in order to address the requirements of the Transportation Conformity rule. The NO_x emissions inventories supplement the 1992 maintenance SIP with detailed NO_x emissions estimates for the period 1990 through 2000 and for the years 2005 and 2010.

The new emission inventory numbers reflect significant changes in emissions estimation methodology and changes in the data upon which estimates are based. The reader is referred to the Technical Support Document and the states' submittals for detailed information about methodologies, emission factors, sources of input data, the basis for projections, seasonal adjustments, conversions, and assumptions. The 1990 VOC inventory includes reductions attributable to Reid Vapor Pressure control from 9.5 to 9.0 psi consistent with the 1992 Maintenance SIP.

Part 3.4 of the 1992 maintenance SIP specifically defined an "action line" that represented the maximum allowable VOC emissions in the Kansas City metropolitan air quality planning area. The revised 1990 VOC emissions inventories replace the "action line" as the number that represents the maximum allowable VOC emissions in the Kansas City air quality planning area.

The VOC emissions inventories for the Kansas City ozone maintenance area are presented in the following tables:

VOC EMISSIONS SUMMARY—ALL COUNTIES

[Unless otherwise specified, the units of measurement are in kilograms per summer day]

| | On-road mobile emissions | Off-road mobile emissions | Biogenic emissions | Area source emissions | Point source emissions | Total emissions |
|------------|--------------------------|---------------------------|--------------------|-----------------------|------------------------|-----------------|
| 1990 | 128282.53 | 39575.47 | 35821.05 | 86593.21 | 32284.52 | 322556.77 |

VOC EMISSIONS SUMMARY—ALL COUNTIES—Continued

[Unless otherwise specified, the units of measurement are in kilograms per summer day]

| | On-road mobile emissions | Off-road mobile emissions | Biogenic emissions | Area source emissions | Point source emissions | Total emissions |
|------------|--------------------------|---------------------------|--------------------|-----------------------|------------------------|-----------------|
| 1992 | 96710.10 | 39857.92 | 35821.05 | 86156.15 | 27733.27 | 286278.50 |
| 1995 | 87355.63 | 41221.27 | 35821.05 | 89484.05 | 30007.33 | 283889.33 |
| 2000 | 81815.02 | 43085.96 | 35821.05 | 94974.59 | 32346.91 | 288043.53 |
| 2005 | 73897.25 | 45135.34 | 35821.05 | 100297.17 | 34977.68 | 290128.48 |
| 2010 | 77151.71 | 47053.42 | 35821.05 | 105007.73 | 37529.13 | 302563.04 |

VOC EMISSIONS SUMMARY—MISSOURI COUNTIES (JACKSON, CLAY, PLATTE COUNTIES)

[Unless otherwise specified, the units of measurement are in kilograms per summer day]

| | On-road mobile emissions | Off-road mobile emissions | Biogenic emissions | Area source emissions | Point source emissions | Total emissions |
|------------|--------------------------|---------------------------|--------------------|-----------------------|------------------------|-----------------|
| 1990 | 81506.45 | 26222.22 | 22926.35 | 51480.28 | 21283.17 | 203418.47 |
| 1992 | 61373.89 | 26399.32 | 22926.35 | 51044.25 | 18621.05 | 180364.86 |
| 1995 | 55461.41 | 27237.63 | 22926.35 | 52808.29 | 20138.78 | 178572.46 |
| 2000 | 50495.69 | 28368.05 | 22926.35 | 55569.59 | 21708.13 | 179067.80 |
| 2005 | 45604.20 | 29684.52 | 22926.35 | 58481.09 | 23474.30 | 180170.47 |
| 2010 | 46641.63 | 30917.71 | 22926.35 | 60941.80 | 25162.72 | 186590.21 |

VOC EMISSIONS SUMMARY—KANSAS COUNTIES (WYANDOTTE AND JOHNSON)

[Unless otherwise specified, the units of measurement are in kilograms per summer day]

| | On-road mobile emissions | Off-road mobile emissions | Biogenic emissions | Area source emissions | Point source emissions | Total emissions |
|------------|--------------------------|---------------------------|--------------------|-----------------------|------------------------|-----------------|
| 1990 | 46776.08 | 13353.25 | 12894.70 | 35112.93 | 11001.34 | 119138.30 |
| 1992 | 35336.21 | 13458.59 | 12894.70 | 35111.91 | 9112.22 | 105913.64 |
| 1995 | 31894.22 | 13983.65 | 12894.70 | 36675.76 | 9868.55 | 105316.87 |
| 2000 | 31319.33 | 14717.91 | 12894.70 | 39405.01 | 10638.78 | 108975.73 |
| 2005 | 28293.04 | 15450.81 | 12894.70 | 41816.08 | 11503.38 | 109958.01 |
| 2010 | 30510.08 | 16135.71 | 12894.70 | 44065.93 | 12366.41 | 115972.83 |

The NO_x emissions inventories for the Kansas City ozone maintenance area are presented in the following tables:

NO_x EMISSIONS SUMMARY—ALL COUNTIES

[Unless otherwise specified, the units of measurement are in kilograms per summer day]

| | On-road mobile emissions | Off-road mobile emissions | Biogenic emissions | Area source emissions | Point source emissions | Total emissions |
|------------|--------------------------|---------------------------|--------------------|-----------------------|------------------------|-----------------|
| 1990 | 103895.82 | 43860.30 | 0.00 | 15830.39 | 161550.89 | 325137.39 |
| 1992 | 102580.57 | 43182.37 | 0.00 | 15669.14 | 173748.93 | 335181.02 |
| 1995 | 101275.32 | 45812.23 | 0.00 | 16966.07 | 152629.66 | 316683.27 |
| 2000 | 98337.95 | 44300.25 | 0.00 | 18565.52 | 104439.12 | 265642.84 |
| 2005 | 95408.56 | 41857.70 | 0.00 | 20378.20 | 105334.55 | 262979.01 |
| 2010 | 98570.22 | 40375.29 | 0.00 | 21707.60 | 106156.52 | 266809.64 |

NO_x EMISSIONS SUMMARY—MISSOURI COUNTIES (JACKSON, CLAY, PLATTE COUNTIES)

[Unless otherwise specified, the units of measurement are in kilograms per summer day]

| | On-road mobile emissions | Off-road mobile emissions | Biogenic emissions | Area source emissions | Point source emissions | Total emissions |
|------------|--------------------------|---------------------------|--------------------|-----------------------|------------------------|-----------------|
| 1990 | 66147.65 | 22398.17 | 0.00 | 4104.73 | 103125.99 | 195776.54 |
| 1992 | 65329.61 | 21998.33 | 0.00 | 4115.09 | 111842.06 | 203285.09 |
| 1995 | 64459.65 | 23655.85 | 0.00 | 4412.00 | 99474.58 | 192002.08 |
| 2000 | 60876.51 | 22757.27 | 0.00 | 4808.15 | 76461.04 | 164902.96 |
| 2005 | 59067.93 | 21277.86 | 0.00 | 5254.93 | 76772.77 | 162373.50 |
| 2010 | 60275.27 | 20396.86 | 0.00 | 5576.43 | 77030.49 | 163279.04 |

NO_x EMISSIONS SUMMARY—KANSAS COUNTIES (WYANDOTTE AND JOHNSON)

[Unless otherwise specified, the units of measurement are in kilograms per summer day]

| | On-road mobile emissions | Off-road mobile emissions | Biogenic emissions | Area source emissions | Point source emissions | Total emissions |
|------------|--------------------------|---------------------------|--------------------|-----------------------|------------------------|-----------------|
| 1990 | 37748.17 | 21462.13 | 0.00 | 11725.66 | 58424.89 | 129360.85 |
| 1992 | 37250.96 | 21184.05 | 0.00 | 11554.05 | 61906.87 | 131895.93 |
| 1995 | 36815.67 | 22156.38 | 0.00 | 12554.07 | 53155.08 | 124681.20 |
| 2000 | 37461.44 | 21542.98 | 0.00 | 13757.38 | 27978.08 | 100739.88 |
| 2005 | 36340.63 | 20579.84 | 0.00 | 15123.27 | 28561.78 | 100605.51 |
| 2010 | 38294.96 | 19978.43 | 0.00 | 16131.17 | 29126.03 | 103530.60 |

B. Motor Vehicle Emissions Budgets

These emission inventory updates define a VOC motor vehicle emissions budget and an NO_x motor vehicle emissions budget. The emissions inventories in the Kansas and Missouri maintenance SIPs are combined to establish these budgets to be used in determining conformity of regional transportation plans and TIPs. Combined budgets are preferable for determining conformity in bistate air quality regions with a single MPO when emissions inventories are projected to remain consistent with maintenance of the ozone standard.

Estimates of total VOC and NO_x emissions in future years in the maintenance area are less than required to demonstrate maintenance of the ozone standard. In these circumstances, the Transportation Conformity rule permits the SIP to explicitly quantify the difference as a margin and include a portion of the margin in the motor vehicle emissions budget. These SIP revisions explicitly quantify the margin and explicitly assign a portion of the margin to the motor vehicle VOC and NO_x emissions budgets for conformity purposes.

Section 51.404 of the Transportation Conformity rule requires that regional transportation plans establish "horizon years" which envision a transportation system for certain future years, not more than 10 years apart. These SIP revisions define the horizon years for the Kansas City maintenance area to be 2000 and 2010. The motor vehicle VOC and NO_x emissions budgets for these years are above the motor vehicle emissions inventory estimates for 2000 and 2010. This approach is designed to protect emissions growth throughout the entire maintenance period to the year 2010. The reader is referred to the states' submissions for the calculations used to determine the motor vehicle emissions budgets.

The regional motor vehicle VOC and NO_x emissions budgets, based on combining the inventories for the

Missouri and Kansas portions of the air quality maintenance area, are as follows:

| Ozone precursor | Regional motor vehicle budget for the year 2000 | Regional motor vehicle budget for the year 2010 |
|---------------------------|---|---|
| Non-Methane Hydrocarbons. | 87548 kg/summer day. | 82885 kg/summer day. |
| Nitrogen Oxides. | 119889 kg/summer day. | 120121 kg/summer day. |

The motor vehicle emissions budgets were the subject of the interagency consultation process as required by § 51.402 of the Transportation Conformity rule. The draft emissions inventories and motor vehicle emissions budgets were reviewed by a regional air quality policy advisory committee formed under the provisions of § 174 of the Clean Air Act and the regional transportation policy committee, constituted in accordance with the Intermodal Surface Transportation Efficiency Act. They were published and made available for regional public review and comment.

The Missouri portion of the emissions inventory update and motor vehicle emissions budget was adopted by the Missouri Air Conservation Commission, after proper notice and public hearing, on March 30, 1995. A public hearing for the Kansas portion of the emissions inventory update and motor vehicle emissions budget was held on May 8, 1995, and adopted by the Secretary of Health and Environment on May 11, 1995.

Missouri and Kansas have submitted complete inventories containing point, area, biogenic, on-road, and nonroad mobile source data and accompanying documentation. The submittals provide adequate documentation on the emission estimation procedures and the data sources used to develop the inventory. The point and area source inventories are complete. Emissions for each source category were prepared or calculated according to the most current EPA guidance. The VMT development

methods are adequately described and documented, and the most current EPA MOBILE model was correctly used to produce emission factors for each of the vehicle classes. Therefore, the submitted emission inventory updates meet current EPA guidance for the development of an approvable emissions inventory. EPA ACTION: By this action EPA grants full approval of the May 11, 1995, Kansas submittal and the April 12, 1995, submittal from the state of Missouri. These SIP revisions meet all of the requirements for an approvable emissions inventory update.

The EPA is publishing this action without prior proposal because the Agency views this as a noncontroversial amendment and anticipates no adverse comments. However, in a separate document in the Federal Register publication, the EPA is proposing to approve the SIP revision should adverse or critical comments be filed.

If the EPA receives such comments, this action will be withdrawn before the effective date by publishing a subsequent notice that will withdraw the final action. All public comments received will then be addressed in a subsequent final rule based on this action serving as a proposed rule. The EPA will not institute a second comment period on this action. Any parties interested in commenting on this action should do so at this time.

Nothing in this action should be construed as permitting or allowing or establishing a precedent for any future request for revision to any SIP. Each request for revision to the SIP shall be considered separately in light of specific technical, economic, and environmental factors, and in relation to relevant statutory and regulatory requirements.

Under the Regulatory Flexibility Act, 5 U.S.C. 600 *et. seq.*, EPA must prepare a regulatory flexibility analysis assessing the impact of any proposed or final rule on small entities (5 U.S.C. §§ 603 and 604). Alternatively, EPA may certify that the rule will not have a significant impact on a substantial number of small entities. Small entities

include small businesses, small not-for-profit enterprises, and government entities with jurisdiction over populations of less than 50,000.

SIP approvals under section 110 and subchapter I, Part D of the CAA do not create any new requirements, but simply approve requirements that the state is already imposing. Therefore, because the Federal SIP approval does not impose any new requirements, EPA certifies that it does not have a significant impact on any small entities affected. Moreover, due to the nature of the Federal-state relationship under the CAA, preparation of a regulatory flexibility analysis would constitute Federal inquiry into the economic reasonableness of state action. The CAA forbids EPA to base its actions concerning SIPs on such grounds (*Union Electric Co. v. U.S. E.P.A.*, 427 U.S. 246, 256-66 (S.Ct. 1976); 42 U.S.C. 7410(a)(2)).

This action has been classified as a Table 3 action for signature by the Regional Administrator under the procedures published in the Federal Register on January 19, 1989 (54 FR 2214-2225), as revised by a July 10, 1995, memorandum from Mary Nichols, Assistant Administrator for Air and Radiation. The Office of Management and Budget (OMB) has exempted this regulatory action from E.O. 12866 review.

Under sections 202, 203, and 205 of the Unfunded Mandates Reform Act of 1995 ("Unfunded Mandates Act"), signed into law on March 22, 1995, EPA must undertake various actions in association with proposed or final rules that include a Federal mandate that may result in estimated costs of \$100 million or more to the private sector, or to state, local, or tribal governments in the aggregate.

Through submission of this SIP, the state has elected to adopt the program provided for under section 110 of the CAA. These rules may bind state and local governments to perform certain actions and also require the private sector to perform certain duties. To the extent that the rules being finalized for approval by this action will impose new requirements, sources are already subject to these regulations under state law. Accordingly, no additional costs to state or local governments, or to the private sector, result from this final action. EPA has also determined that this final action does not include a mandate that may result in estimated costs of \$100 million or more to state or local governments in the aggregate or to the private sector. EPA has determined that these rules result in no additional costs to tribal government.

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by June 24, 1996. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this rule for the purposes of judicial review, nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Hydrocarbons, Incorporation by reference, Intergovernmental relations, Ozone, Reporting and recordkeeping requirements, Volatile organic compounds.

Dated: February 9, 1996.
Dennis Grams,
Regional Administrator.

Part 52, chapter I, title 40 of the Code of Federal Regulations is amended as follows:

PART 52—[AMENDED]

1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401-7671q.

Subpart R—Kansas

2. Section 52.870 is amended by adding paragraph (c)(31) to read as follows:

§ 52.870 Identification of plan.

* * * * *

(c) * * *

(31) On May 11, 1995, the Kansas Department of Health and Environment submitted an emissions inventory update to the Kansas City maintenance plan approved by EPA on June 23, 1992. The submittal also establishes a motor vehicle emissions budget for the purpose of fulfilling the requirements of the Federal Transportation Conformity rule.

(i) Incorporation by reference.

(A) Kansas City Ozone Maintenance State Implementation Plan Revision: Emissions Inventories and Motor Vehicle Emissions Budgets for the Kansas City Metropolitan Area, adopted on May 11, 1995.

Subpart AA—Missouri

3. Section 52.1320 is amended by adding paragraph (c)(94) to read as follows:

§ 52.1320 Identification of plan.

* * * * *

(c) * * *

(94) On April 12, 1995, the Missouri Department of Natural Resources submitted an emissions inventory update to the Kansas City maintenance plan approved by EPA on June 23, 1992. The submittal also establishes a motor vehicle emissions budget for the purpose of fulfilling the requirements of the Federal Transportation Conformity rule.

(i) Incorporation by reference.

(A) Kansas City Ozone Maintenance SIP Revisions: Emission Inventories and Motor Vehicle Emissions Budgets, adopted by the Missouri Air Conservation Commission on March 30, 1995.

[FR Doc. 96-10132 Filed 4-24-96; 8:45 am]

BILLING CODE 6560-50-P

40 CFR Part 52

[OH21-2-7260; FRL-5450-5]

Approval and Promulgation of Implementation Plans; Ohio

AGENCY: United States Environmental Protection Agency (USEPA).

ACTION: Final rule.

SUMMARY: Pursuant to letter notice procedures described at 54 FR 2214 (January 19, 1989), USEPA approved minor revisions to the Ohio State Implementation Plan (SIP) on October 31, 1995. This document describes the approved revisions and incorporates the relevant material into the Code of Federal Regulations. The SIP revisions are site-specific rules that are required as part of an effort to achieve the National Ambient Air Quality Standard (NAAQS) for ozone. The rules will benefit the environment and people who have asthma and other respiratory diseases by reducing volatile organic compound (VOC) emissions, a precursor to smog formation.

EFFECTIVE DATE: The effective date is April 25, 1996.

ADDRESSES: Copies of the State SIP revision request and USEPA's letter notice of approval are available for public inspection during normal business hours at the following locations:

United States Environmental Protection Agency, Region 5, Air and Radiation Division, 77 West Jackson Boulevard (AR-18J), Chicago, Illinois 60604; and Office of Air and Radiation Docket and Information Center (Air Docket 6102), United States Environmental Protection Agency, 401 M Street, SW, Washington, DC, 20460.