

Notice is hereby given that the deadline for filing motions to intervene or protests, as set forth above, is June 30, 2000.

Copies of the full text of the Order are available from the Commission's Public Reference Branch, 888 First Street, N.E., Washington, D.C. 20426. The Order may also be viewed on the Internet at <http://www.ferc.fed.us/online/rims.htm> (call 202-208-2222 for assistance).

**David P. Boergers,**  
*Secretary.*

[FR Doc. 00-14631 Filed 6-8-00; 8:45 am]

**BILLING CODE 6717-01-M**

## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

[Project No. 2000-010]

#### **New York Power Authority; Notice Modifying a Restricted Service List for Comments on a Programmatic Agreement for Managing Properties Included in or Eligible for Inclusion in the National Register of Historic Places**

June 5, 2000.

On April 14, 2000, the Federal Energy Regulatory Commission (Commission) issued a notice of the St. Lawrence-FDR Power Project (FERC No. 2000-010) proposing to establish a restricted service list for the purpose of developing and executing a Programmatic Agreement for managing properties included in or eligible for inclusion in the National Register of Historic Places. The St. Lawrence-FDR Power Project is located on the St. Lawrence River, in St. Lawrence County, New York. The New York Power Authority is the licensee.

On May 1, 2000, the Department of the Interior (Interior) filed a request to be added to the restricted service list established pursuant to Commission's Notice of April 14, 2000. In support of the request, Interior notes that it has an interest in the development of a Programmatic Agreement for managing and protecting Historic Properties affected by the St. Lawrence-FDR Power Project. Furthermore, Interior notes that it is an active participant in the St. Lawrence-FDR Power Project proceeding and should be included on the restricted service list.

Rule 2010 of the Commission's Rules of Practice and Procedure provides that, to eliminate unnecessary expense or improve administrative efficiency, the Secretary may establish a restricted service list for a particular phase or

issue in a proceeding.<sup>1</sup> The restricted service list should contain the names of persons on the service list who, in the judgment of the decisional authority establishing the list, are active participants with respect to the phase or issue in the proceeding for which the list is established.

Interior has been and would continue to be an active party in the relicensing proceeding for the project. Therefore, Interior will be added to the restricted service list.

The following additions are made to the restricted service list notice issued on April 14, 2000, for Project No. 2000-010:

Francis Jock, St. Regis Mohawk Tribe,  
561 County Rte. 1, Fort Covington,  
NY 12937.

Lydia T. Grimm, Department of the Interior, Office of the Solicitor-Div. Indian Affairs, 1849 C Street, NW, Mailstop 6456, Washington, DC 20240.

Malka Pattison, Department of the Interior, Bureau of Indian Affairs, 1849 C Street, NW, Mailstop 4513, Washington, DC 20240.

Kevin Mendik, National Park Service,  
15 State Street, Boston, MA 02109.

Judith M. Stolfo, Department of the Interior, Office of the Regional Solicitor, One Gateway Center, Suite 612, Newton, MA 02458-2802.

**David P. Boergers,**  
*Secretary.*

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## ENVIRONMENTAL PROTECTION AGENCY

[FRL-6712-6]

#### **Adequacy Status of the Submitted Attainment Demonstration for the Ozone National Ambient Air Quality Standards for Transportation Conformity Purposes for the New Jersey Severe Ozone Nonattainment Areas**

**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 for volatile organic compounds and nitrogen oxides in the submitted ozone attainment demonstration for the New Jersey severe nonattainment areas to be adequate for conformity purposes.

On March 2, 1999, the D.C. Circuit Court ruled that submitted state implementation plans (SIPs) cannot be used for conformity determinations until EPA has affirmatively found them adequate. As a result of our finding, the New Jersey portions of the New York-New Jersey-Connecticut and Philadelphia-Wilmington-Trenton severe ozone nonattainment areas can use the motor vehicle emissions budgets of volatile organic compounds and nitrogen oxides for 2007 and 2005, respectively, from the submitted ozone attainment demonstration for future conformity determinations.

**DATES:** This finding is effective June 26, 2000.

**FOR FURTHER INFORMATION CONTACT:**

Matthew B. Cairns, Mobile Source Team, Air Programs Branch, Environmental Protection Agency, 290 Broadway, 25th Floor, New York, New York 10007-1866, (212) 637-3895, e-mail address: [cairns.matthew@epa.gov](mailto:cairns.matthew@epa.gov).

The finding and the response to comments will be available at EPA's conformity website: <http://www.epa.gov/oms/traq>, (once there, click on the "Conformity" button, then look for "Adequacy Review of SIP Submissions for Conformity").

**SUPPLEMENTARY INFORMATION:**

**Background**

Today's notice is simply an announcement of a finding that we have already made. EPA Region 2 sent a letter to the New Jersey Department of Environmental Protection on May 31, 2000, stating that the motor vehicle emissions budgets in the submitted ozone attainment demonstration (dated April 26, 2000) for the New Jersey portions of the New York-New Jersey-Connecticut and Philadelphia-Wilmington-Trenton severe nonattainment areas are adequate for conformity purposes. This finding will also be announced on EPA's conformity website: <http://www.epa.gov/oms/traq>, (once there, click on the "Conformity" button, then look for "Adequacy Review of SIP Submissions for Conformity").

Transportation conformity is required by section 176(c) of the Clean Air Act. EPA's conformity rule requires that transportation plans, programs, and projects conform to state air quality implementation plans (SIPs) and establishes the criteria and procedures 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.

<sup>1</sup> 18 CFR 385.2010.