

the reason for the change, how the change was incorporated into the EMFAC model, and the resulting emissions impact. All presentations from the public workshops are available on the CARB Web site at: <http://www.arb.ca.gov/msei/workshops.htm#work200612>. These presentations summarize the major changes to the EMFAC model and contain tables showing the impacts of the changes both statewide and by county for HC, CO, NO_x, PM₁₀, and PM_{2.5}.

F. Will a Transportation Conformity Grace Period Be Set by This Approval?

Yes. The transportation conformity rule (40 CFR part 93.111) requires that conformity analyses be based on the latest motor vehicle emissions model approved by EPA for SIP purposes for a state or area. Section 176(c)(1) of the CAA states that “* * * [t]he determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates. * * *” When EPA approves a new emissions model such as EMFAC2007, a grace period is established before the model is required for conformity analyses. However, areas have the option of using the new model prior to the end of the grace period. The conformity rule provides for a grace period for new emissions models of between 3 to 24 months. In consultation with FHWA and FTA, EPA considers many factors in establishing the length of the grace period, including the degree of change in emissions models and the effects of the new model on the transportation planning process (40 CFR 93.111).

Upon consideration of all of these factors, EPA is establishing a 3-month grace period before EMFAC2007 is required for the following conformity analyses:

- All new HC, NO_x, PM₁₀, PM_{2.5} and CO regional emissions analyses (e.g., supporting transportation plan and TIP conformity determinations); and
- All new CO hot-spot analyses supporting project-level conformity determinations.

The grace period begins today and ends on *April 18, 2008*. As discussed earlier in the notice, the last version of EMFAC (EMFAC2002) is no longer used in California for new regional emissions analyses for transportation plan and TIP conformity determinations. Therefore it is appropriate to set a short grace period since all areas in California will need to use EMFAC2007 to begin any new regional conformity analyses. A longer

grace period would provide no practical benefit for transportation plan and TIP conformity determinations, since older EMFAC models cannot be used in new regional analyses due to the latest planning assumptions requirements in the conformity rule (40 CFR 93.110).

When the grace period ends on *April 18, 2008*, EMFAC2007 will become the only approved motor vehicle emissions model for all new regional and CO hot-spot transportation conformity analyses across California. In general, this means that all new HC, NO_x, PM₁₀, PM_{2.5}, and CO regional conformity analyses and CO hot-spot analyses started after the end of the 3-month grace period must be based on EMFAC2007, even if the SIP is based on an earlier version of the EMFAC model.

G. Can Areas Use Any Other Models During the Grace Period?

Yes, in limited cases. CO hot-spot analyses for project-level conformity determinations can be based on EMFAC2002 if the analysis was begun before the end of the grace period, started before August 1, 2007 and if the final environmental document for the project is issued no more than three years after the issuance of the draft environmental document (see 40 CFR 93.111(c)). The interagency consultation process should be used if it is unclear whether an EMFAC2002 based analysis is covered by the circumstances described above.

H. Future Updates to EMFAC

On January 31, 2006, CARB submitted a letter to EPA and to the California Division of the FHWA indicating the State's intention to update future revisions to EMFAC. These EMFAC updates would reflect, among other new information, updated vehicle fleet data every three years. In California, Metropolitan Planning Organizations and Air Districts have not been able to update vehicle fleet data embedded into EMFAC. The EPA/USDOT January 18, 2001, guidance on latest planning assumptions and EPA's July 2004 final rule, indicate that new vehicle registration data must be used when it is available prior to the start of new conformity analyses and that states should update the data at least every five years. The State reaffirmed their commitment to keeping the latest planning assumptions included in EMFAC updated on a three year cycle in the April 18, 2007 EMFAC submittal letter. The next update to the planning assumptions in EMFAC is expected in 2010, which would most likely also include updates to the emissions factors of the model as well.

III. Summary of EPA Actions

EPA is approving EMFAC2007 as submitted by CARB on April 18, 2007 with the following limitations and conditions:

(1) The approval is limited to California.

(2) The approval is Statewide and applies to estimation of emissions of hydrocarbon, carbon monoxide, nitrogen oxides, particulate matter (PM₁₀ and PM_{2.5}), lead, and sulfur oxides. However, EMFAC2007 will only be used in transportation conformity analyses for pollutants and precursors that affect regional on-road mobile emissions and are applicable in a given nonattainment or maintenance area. EPA is also approving EMFAC2007 to estimate hot-spot emissions for carbon monoxide conformity analyses.

(3) A 3-month statewide transportation conformity grace period will be established beginning *January 18, 2008* and ending *April 18, 2008* for the transportation conformity uses described in (2) above.

Dated: January 10, 2008.

Jane Diamond,

Acting Regional Administrator, Region IX.
[FR Doc. E8-876 Filed 1-17-08; 8:45 am]

BILLING CODE 6560-50-P

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

Sunshine Act Meeting; Cancellation

AGENCY HOLDING THE MEETING: Equal Employment Opportunity Commission.
“FEDERAL REGISTER” CITATION OF PREVIOUS ANNOUNCEMENT: 73 FR 1343, Tuesday, January 8, 2008.

PREVIOUSLY ANNOUNCED TIME AND DATE OF MEETING: Tuesday, January 15, 2008, 3 p.m. (Eastern Time).

CHANGE IN THE MEETING: The meeting has been cancelled.

CONTACT PERSON FOR MORE INFORMATION: Stephen Llewellyn, Executive Officer on (202) 663-4070.

Dated: January 15, 2008.

Stephen Llewellyn,

Executive Officer, Executive Secretariat.

[FR Doc. 08-187 Filed 1-17-08; 8:45 am]

BILLING CODE 6570-01-M

FEDERAL ELECTION COMMISSION

Sunshine Act Notices

DATE AND TIME: Wednesday, January 23, 2008 at 10 a.m.

PLACE: 999 E. Street, NW., Washington, DC.

STATUS: This meeting will be closed to the public.

ITEMS TO BE DISCUSSED:

Compliance matters pursuant to 2 U.S.C. 437g.

Audits conducted pursuant to 2 U.S.C. 437g, 438(b), and Title 26, U.S.C.

Matters concerning participation in civil actions or proceedings or arbitration.

Internal personnel rules and procedures or matters affecting a particular employee.

DATE AND TIME: Thursday, January 24, 2008 at 10 a.m.

PLACE: 999 E. Street, NW., Washington, DC (Ninth Floor).

STATUS: This meeting will be open to the public.

ITEMS TO BE DISCUSSED:

Correction and Approval of Minutes.
Election of Vice Chairman.

Advisory Opinion 2007-32:
SpeechNow.org by counsel, Bradley A. Smith, Stephen M. Hoersting, William H. "Chip" Mello, Steven Simpson, and Paul M. Sherman.

Advisory Opinion 2007-33: Club for Growth by counsel, Carol A. Laham and D. Mark Renaud.

Advisory Opinion 2007-35:
FreeCause, Inc. by counsel, Joseph E. Sandler, Neil P. Reiff, and Jonathan Zucker.

Advisory Opinion 2007-36: People for Pete Domenici by counsel, Donald F. McGahn II, Management and Administrative Matters.

PERSON TO CONTACT FOR INFORMATION:

Robert Biersack, Press Officer,
Telephone: (202) 694-1220.

Individuals who plan to attend and require special assistance, such as sign language interpretation or other reasonable accommodations, should contact Mary Dove, Commission Secretary, at (202) 694-1040, at least 72 hours prior to the hearing date.

Mary W. Dove,

Secretary of the Commission.

[FR Doc. 08-226 Filed 1-16-08; 2:36 pm]

BILLING CODE 6715-01-M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Centers for Disease Control and Prevention

[30Day-08-06BU]

Agency Forms Undergoing Paperwork Reduction Act Review

The Centers for Disease Control and Prevention (CDC) publishes a list of information collection requests under review by the Office of Management and Budget (OMB) in compliance with the Paperwork Reduction Act (44 U.S.C. chapter 35). To request a copy of these requests, call the CDC Acting Reports Clearance Officer at 404-639-5960 or send an e-mail to *omb@cdc.gov*. Send written comments to CDC Desk Officer, Office of Management and Budget, Washington, DC or by fax to (202) 395-6974. Written comments should be received within 30 days of this notice.

Notice of Correction to Burden Table

Proposed Project

The Effectiveness of Teen Safe Driving Messages and Creative Elements on Parents and Teens—New—National Center for Injury Prevention and Control (NCIPC), Centers for Disease Control and Prevention (CDC).

Description of Correction

The previous 30-day **Federal Register** Notice published on December 26, 2007, Volume 72, No. 246, Page 73022-73023, was submitted with an error showing the number of respondents for the Pre/Post Intervention Survey Screener as 900 and the number of respondents for the Pre/Post Survey as 400. This correction increases the number of respondents to 1800 and 800 respectively.

Background and Brief Description

Car crashes are the number one killer of teens, accounting for approximately one-third of all deaths within this age group. The National Center for Health Statistics reports that in 2004, a total of 3,620 young drivers were killed and an additional 303,000 were injured in motor vehicle crashes. In order to reduce these preventable deaths and injuries, parental awareness and education about Graduated Driver's Licensing (GDL) laws and the ways that parents can influence their children's

safe driving are necessary. In preparation for a national campaign to educate parents about their role in their teens' driver education, it is necessary to determine the most effective messages and channels through which to communicate with parents. Ogilvy Public Relations Worldwide, PerformTech, International Communications Research (ICR) Survey and Fieldwork Network, on behalf of CDC, will conduct two studies to assess the appropriateness and impact of messages and creative materials intended to (a) increase parental involvement in their teen's driving education and experience, and (b) encourage teens to adopt safer driving practices.

The first information collection will be accomplished through focus group testing of campaign messages and materials with representatives from our target audiences, parents and teens, in two cities in the U.S. The findings will provide valuable information regarding parents' and teens' levels of awareness and concern about safe driving; motivators for behavior change, especially GDL compliance; and message/channel preferences. The information collected will be used to develop final creative materials to implement the teen safe driving campaign in pilot cities. The second information collection will be accomplished through pilot city testing, which will evaluate knowledge, attitude, and behaviors of intended audiences both pre- and post communications campaign. The campaign will target parents of newly licensed drivers. It will encourage parents to understand state regulations regarding new drivers, talk with their teens about safe driving practices, and both manage and monitor their teens' driving behavior. Testing will be conducted through brief telephone surveys intended to assess knowledge, attitudes, and behaviors of parents and teens related to safe driving practices, GDL laws, and parental management of new drivers before and after the campaign; with the goal of observing a marked increase in parental management at the time of the post campaign survey.

There is no cost to the respondents other than their time. The total estimated annualized burden hours are 292.