

Francisco, CA 94105–3901; (415) 947–4151 or [kelly.johnj@epa.gov](mailto:kelly.johnj@epa.gov).

**SUPPLEMENTARY INFORMATION:**

Throughout this document, whenever “we,” “us,” or “our” is used, we mean the EPA.

Today’s notice is simply an announcement of a finding that we have already made. The EPA sent a letter to CARB on October 19, 2017 stating that the motor vehicle emissions budgets in the submitted 2016 San Diego Ozone Plan for the RFP milestone year 2017 are adequate for transportation conformity purposes.<sup>1</sup> We announced availability of the plan and related budgets on the EPA’s transportation conformity Web site on July 20, 2017, requesting comments by August 21, 2017. We received no comments in response to the adequacy review posting. The finding is available at the EPA’s conformity Web site: <https://www.epa.gov/state-and-local-transportation/state-implementation-plans-sip-submissions-epa-has-found-adequate-or>. The adequate motor vehicle emissions budgets are provided in the following table:

**ADEQUATE MOTOR VEHICLE EMISSIONS BUDGETS**

Budget year	Volatile organic compounds (tons per summer day)	Nitrogen oxides (tons per summer day)
2017 .....	23	42

Transportation conformity is required by Clean Air Act section 176(c). The EPA’s conformity rule requires that transportation plans, transportation improvement programs, and transportation projects conform to a state’s air quality SIP and establishes the criteria and procedures for determining whether or not they conform. Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS.

The criteria we use to determine whether a SIP’s motor vehicle emission budgets are adequate for conformity purposes are outlined in 40 CFR 93.118(e)(4), promulgated on August 15, 1997.<sup>2</sup> We have further described our process for determining the adequacy of submitted SIP budgets in our final rule dated July 1, 2004, and we used the

<sup>1</sup> See letter from Matthew J. Lakin, Acting Director, Air Division, EPA Region IX, to Richard Corey, Executive Officer, CARB, dated October 19, 2017.

<sup>2</sup> See 62 FR 43780 (August 15, 1997).

information in these resources in making our adequacy determination.<sup>3</sup> Please note that an adequacy review is separate from the EPA’s completeness review and should not be used to prejudge the EPA’s ultimate action on the SIP. Even if we find a budget adequate, the SIP could later be disapproved.

Pursuant to 40 CFR 93.104(e), within 2 years of the effective date of this notice, SANDAG and the U.S. Department of Transportation will need to demonstrate conformity to the new budgets if the demonstration has not already been made.<sup>4</sup> For demonstrating conformity to the budgets in this plan, the on-road motor vehicle emissions from implementation of the transportation plan or program should be projected consistently with the budgets in this plan, *i.e.*, by taking the county’s emissions results derived from CARB’s EMFAC model (short for Emission FACTor) and then rounding the emissions up to the nearest ton.

**Authority:** 42 U.S.C. 7401 *et seq.*

Dated: October 25, 2017.

**Alexis Strauss,**

*Acting Regional Administrator, Region IX.*

[FR Doc. 2017–25020 Filed 11–16–17; 8:45 am]

**BILLING CODE 6560–50–P**

**ENVIRONMENTAL PROTECTION AGENCY**

**[ER–FRL–9036–2]]**

**Environmental Impact Statements; Notice of Availability**

*Responsible Agency:* Office of Federal Activities, General Information (202) 564–7146 or <http://www2.epa.gov/nepa/>.

Weekly receipt of Environmental Impact Statements (EISs)

Filed 11/06/2017 Through 11/10/2017 Pursuant to 40 CFR 1506.9.

**Notice**

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA’s comment letters on EISs are available at: <https://cdxnodengn.epa.gov/cdx-nepa-public/action/eis/search>.

*EIS No. 20170219, Draft Supplement, FRA, CA, California High-Speed Rail: Fresno to Bakersfield Section, Comment Period Ends: 01/16/2018, Contact: Stephanie Perez (202) 493–0388.*

<sup>3</sup> See 69 FR 40004 (July 1, 2004).

<sup>4</sup> See 73 FR 4419 (January 24, 2008).

*EIS No. 20170222, Final, NMFS, OR, Analyze Impacts of NOAA’s National Marine Fisheries, Service joining as a signatory to a new U.S. v. Oregon, Management Agreement for the Years 2018–2027, Review Period Ends: 12/18/2017, Contact: Jeromy Jording (360) 753–9576.*

*EIS No. 20170223, Draft, NCPC, DC, South Mall Campus Master Plan, Comment Period Ends: 01/16/2018, Contact: Matthew Flis (202) 482–7236.*

*EIS No. 20170224, Draft, USACE, VA, Draft Integrated City of Norfolk Coastal Storm Risk Management Feasibility Study, Comment Period Ends: 01/02/2018, Contact: Kathy Perdue (757) 201–7218.*

*EIS No. 20170225, Final, DOS, DC, Foreign Missions Center at the Former Walter Reed Army Medical Center, Review Period Ends: 12/18/2017, Contact: Geoffrey Hunt (202) 647–7530.*

*EIS No. 20170226, Draft Supplement, BLM, AZ, Ray Land Exchange Plan Amendment, Comment Period Ends: 02/16/2018, Contact: Michael Werner (602) 417–9561.*

*EIS No. 20170227, Draft, TVA, TN, Cumberland Fossil Plant Coal Combustion Residual Management Operations, Comment Period Ends: 01/02/2018, Contact: Anita Masters (423) 751–8697.*

*EIS No. 20170228, Final, FHWA, NY, New York State Route 198 (Scajaguada Expressway) Corridor Project, Review Period Ends: 12/19/2017, Contact: Peter Osborn (518) 431–4127.*

Dated: November 14, 2017.

**Kelly Knight,**

*Director, NEPA Compliance Division, Office of Federal Activities.*

[FR Doc. 2017–24973 Filed 11–16–17; 8:45 am]

**BILLING CODE 6560–50–P**

**EQUAL EMPLOYMENT OPPORTUNITY COMMISSION**

**Agency Information Collection Activities: Proposed Collection; Comment Request; Generic Clearance for the Collection of Qualitative Feedback on Agency Service Delivery**

**AGENCY:** Equal Employment Opportunity Commission.

**ACTION:** Notice and request for comments.

**SUMMARY:** As part of a Federal Government-wide effort to streamline the process to seek feedback from the public on service delivery, the U.S. Equal Employment Opportunity