A company joins SmartWay when it completes and submits a SmartWay Excel-based tool (“reporting tool”) to EPA. The data outputs from the submitted tool are used by partners and EPA to update them with environmental performance and technology information that empower them to improve their efficiency. This information also improves EPA’s knowledge and understanding of the environmental and energy impacts associated with goods movement, and the effectiveness of both proven and emerging strategies to lessen those impacts.

In addition to requesting annual freight transportation-related data, EPA may ask its SmartWay partners for other kinds of information which could include opinions and test data on the effectiveness of new and emerging technology applications, sales volumes associated with SmartWay-recommended vehicle equipment and technologies, the reach and value of partnering with EPA through the SmartWay Partnership, and awareness of the SmartWay brand. In some instances, EPA might query other freight industry representatives (not just SmartWay partners), including trade and professional associations, nonprofit environmental groups, energy and community organizations, and universities, and a small sampling of the general public.

Form Numbers: None.
Respondents/affected entities: Private and public organizations that join SmartWay Transport Partnership; freight industry representatives who engage in activities related to the SmartWay Partnership; and representative samplings of consumers in the general public.
Respondent’s obligation to respond: Voluntary.
Estimated number of respondents: 4,605.
Frequency of response: Once, on occasion and annually.
Total estimated burden: 13,224 hours.
Total estimated cost: $909,828, which includes no capital or operation and maintenance costs.
Changes in the Estimates: There is an increase of 1,720 hours in the total estimated respondent partner burden compared with the ICR currently approved by OMB. This increase reflects the following adjustments and program changes:

(1) Adjustments increase associated with increased interest in SmartWay, and, thus, an increase in new annual respondents, as well as robust program retention practices, leading to increased number of existing respondent partners reporting annually, increase in the number of applications for the SmartWay Excellence Awards and the affiliate challenge annually.
(2) Program change increase associated with the new SmartWay Affiliate Program and new requirements under SmartWay Tractor and Trailer program; and,
(3) Adjustment decrease due to EPA’s change in policy for submitting Awards materials electronically, rather than by mail.

Courtney Kerwin, Acting Director, Collection Strategies Division.

FOR FURTHER INFORMATION CONTACT: John Kelly, EPA, Region IX, Air Division AIR–2, 75 Hawthorne Street, San Diego 8-Hour Ozone for Region 9]

The Environmental Protection Agency (EPA) is notifying the public that the Agency has found that the motor vehicle emissions budgets (“budgets”) for the Reasonable Further Progress (RFP) milestone year 2017 from the “2008 Eight-Hour Ozone Attainment Plan for San Diego County (December 2016)” (“2016 San Diego Ozone Plan” or “plan”), are adequate for transportation conformity purposes for the 2008 ozone national ambient air quality standards (NAAQS). The California Air Resources Board (CARB) submitted the 2016 San Diego Ozone Plan to the EPA on April 12, 2017, as a revision to the California State Implementation Plan (SIP). Upon the effective date of this notice of adequacy, the previously-approved budgets for the 1997 8-hour ozone standards will no longer be applicable for transportation conformity purposes, and the San Diego Association of Governments (SANDAG) and the U.S. Department of Transportation must use these adequate budgets in future transportation conformity determinations.

DATES: This finding is effective December 4, 2017.

FOR FURTHER INFORMATION CONTACT: John Kelly, EPA, Region IX, Air Division AIR–2, 75 Hawthorne Street, San Diego 8-Hour Ozone for Region 9]
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.1 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**

<table>
<thead>
<tr>
<th>Budget Year</th>
<th>Volatile Organic Compounds (tons per summer day)</th>
<th>Nitrogen Oxides (tons per summer day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>23</td>
<td>42</td>
</tr>
</tbody>
</table>

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, 1997.2 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 information in these resources in making our adequacy determination.3 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.4 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.


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/nea/pa/.

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.


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. 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. 20170228, Final, FHWA, NY, New York State Route 198 (Scajaquada 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