

Federal Holidays). For further information on the EPA Docket Center services and the current status, see: <https://www.epa.gov/dockets>. You may access this **Federal Register** document electronically from <https://www.federalregister.gov>. This finding will also be available at the EPA's conformity website: <https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-2>.

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

This notice is an announcement of a finding that we have already made. On October 15, 2024, the New York State Department of Environmental Conservation (NYSDEC) submitted a State Implementation Plan (SIP) revision establishing the second ten-year maintenance plan as a limited maintenance plan (LMP) for the New York portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT 2006 24-hour fine particulate matter (PM_{2.5}) maintenance area. We announced availability of New York's LMP on the EPA's transportation conformity website on April 22, 2025, (<https://www.epa.gov/state-and-local-transportation/state-implementation-plans-sip-submissions-currently-under-epa#new-york-state-portion>) and requested comments by May 22, 2025. We received no comments in response to the adequacy review posting. On June 16, 2025, EPA Region 2 sent a letter to NYSDEC stating that the LMP for the

New York Metropolitan maintenance area is adequate for transportation conformity purposes.

In October 2022, EPA issued *Guidance on the Limited Maintenance Plan Option for Moderate PM_{2.5} Nonattainment Areas and PM_{2.5} Maintenance Areas* (EPA-420-B-22-044). The transportation conformity regulations require that “[a] limited maintenance plan would have to demonstrate that it would be unreasonable to expect that such an area would experience enough motor vehicle emissions growth for a [national ambient air quality standards (NAAQS)] violation to occur.”¹ Additionally, the PM_{2.5} LMP guidance suggests “an LMP may be particularly appropriate for a second maintenance plan, as the area will have demonstrated attainment of the PM_{2.5} NAAQS for at least 8 years.”²

To meet the transportation conformity regulations (40 CFR part 93, subpart A), an LMP submission for an area's second maintenance plan should again address the area's PM_{2.5} air quality trends and its historical and projected vehicle miles traveled (VMT). Since the New York Metropolitan area has been attaining the PM_{2.5} NAAQS for 10 years, with a low risk of future exceedances, we find the LMP adequate for transportation conformity purposes. Under 40 CFR 93.109(e), if an area has an adequate or approved LMP for a specific pollutant and NAAQS, the area is not required to satisfy the regional emissions analysis for 40 CFR 93.118 and/or 40 CFR 93.119.³ A conformity determination that meets the requirements outlined for 40 CFR 93.109(b)(Table 1), including the hot-spot requirements for projects in CO, PM₁₀, and PM_{2.5} areas, is still required for these maintenance areas with an approved or adequate LMP.⁴

Transportation conformity is required by Clean Air Act section 176(c). EPA's conformity rule requires that transportation plans, transportation improvement programs, and projects conform to SIPs, and it 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 NAAQS.

The criteria by which we determine whether a SIP's Limited Maintenance Plan is adequate can be found in 40 CFR 93.109(e). Please note that an adequacy review is separate from EPA's completeness review and should not be used to prejudge EPA's ultimate approval action for the SIP. Even if we find a limited maintenance plan adequate, the SIP could later be disapproved.

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

Michael Martucci,
Regional Administrator, Region 2.
[FR Doc. 2025-16926 Filed 9-3-25; 8:45 am]
BILLING CODE 6560-50-P

FEDERAL DEPOSIT INSURANCE CORPORATION

Notice of Termination of Receiverships

The Federal Deposit Insurance Corporation (FDIC or Receiver), as Receiver for the following insured depository institution, was charged with the duty of winding up the affairs of the former institution and liquidating all related assets. The Receiver has fulfilled its obligations and made all dividend distributions required by law.

NOTICE OF TERMINATION OF RECEIVERSHIPS

Fund	Receivership name	City	State	Termination date
10507	National Republic Bank of Chicago	Chicago	IL	09/01/2025

The Receiver has further irrevocably authorized and appointed FDIC-Corporate as its attorney-in-fact to execute and file any and all documents that may be required to be executed by the Receiver that FDIC-Corporate, in its sole discretion, deems necessary, including but not limited to releases,

discharges, satisfactions, endorsements, assignments, and deeds. Effective on the termination date listed above, the Receivership has been terminated, the Receiver has been discharged, and the Receivership has ceased to exist as a legal entity.

(Authority: 12 U.S.C. 1819)

Federal Deposit Insurance Corporation.
Dated at Washington, DC, on September 2, 2025.

Jennifer M. Jones,
Deputy Executive Secretary.
[FR Doc. 2025-16932 Filed 9-3-25; 8:45 am]
BILLING CODE 6714-01-P

¹ Citing 69 FR 40063, July 1, 2004. See also 40 CFR 93.109(e) and EPA's "Guidance on the Limited Maintenance Plan Option for Moderate PM_{2.5} Nonattainment Areas and PM_{2.5} Maintenance Areas."

² See EPA's "Guidance on the Limited Maintenance Plan Option for Moderate PM_{2.5} Nonattainment Areas and PM_{2.5} Maintenance Areas."

³ See also EPA's "Guidance on the Limited Maintenance Plan Option for Moderate PM_{2.5} Nonattainment Areas and PM_{2.5} Maintenance Areas."

⁴ Id.