

concurrently announcing that the Rate of Progress (ROP) motor vehicle emission budgets contained in this same State Implementation Plan submittal are adequate for transportation conformity purposes. As a result of our finding, the attainment budgets contained in the submitted Phase II Ozone Attainment and Maintenance Plan may not be used for future conformity determinations, but the ROP motor vehicle emission budgets contained in the same submittal may be used for future conformity determinations in the Southeastern Pennsylvania area.

**DATES:** These ROP budgets are effective on December 1, 1999.

**FOR FURTHER INFORMATION CONTACT:**

Larry Budney, U.S. EPA, Region III, 1650 Arch Street, Philadelphia, PA. 19103 at (215) 814-2184 or by e-mail at: budney.larry@epa.gov.

**SUPPLEMENTARY INFORMATION:**

Throughout this document wherever "we," "us," or "our" are used we mean EPA. The word "budgets" refers to the mobile source emission budget for volatile organic compounds (VOCs) and the mobile source emissions budget for nitrogen oxides (NO<sub>x</sub>). The word SIP in this document refers to the Phase II State Implementation Plan submitted to demonstrate ROP and to demonstrate attainment and maintenance of the 1-hour National Ambient Air Quality Standard for ozone in the Pennsylvania portion of the Philadelphia-Wilmington-Trenton ozone nonattainment area.

On April 30, 1998, the Pennsylvania Department of Environmental Protection (PADEP) submitted its State Implementation Plan for the Attainment and Maintenance of the NAAQS for Ozone Meeting the Requirements of the Alternative Ozone Attainment Demonstration Policy—Phase II. The SIP contained mobile source vehicle emissions budgets both for ROP and for attainment. Based upon its review, EPA is finding the motor vehicle emission budgets in the attainment plan portion of the submittal not adequate for the purposes of transportation conformity. The attainment motor vehicle emission budgets, when considered together with all other emission reductions, were not consistent with applicable requirements for attainment as required in 40 CFR part 93, § 93.118(e)(4)(iv) of the conformity rule. We are concurrently finding the motor vehicle emission budgets in the 1999, 2002, and 2005 ROP plan adequate since they met the review criteria in 40 CFR part 93, section 93.118(e)(4)(i) through (e)(4)(vi) of the conformity rule.

On March 2, 1999, the D.C Circuit Court ruled that motor vehicle emission

budgets contained in submitted SIPs cannot be used for conformity determinations until EPA has affirmatively found them adequate. In accordance with that ruling, on August 2, 1999, we posted a notice on our web site at: <http://www.epa.gov/oms/traq> stating that we were taking comments on the adequacy of motor vehicle emissions budgets found in the State Implementation Plan for the Attainment and Maintenance of the NAAQS for Ozone Meeting the Requirements of the Alternative Ozone Attainment Demonstration Policy—Phase II. The comment period closed on August 31, 1999. We received no comments.

Today's document is simply an announcement of a finding that we have already made. On October 26, 1999 EPA Region III sent a letter to the PADEP stating that the attainment motor vehicle emissions budgets found in the State Implementation Plan for the Attainment and Maintenance of the NAAQS for Ozone Meeting the Requirements of the Alternative Ozone Attainment Demonstration Policy—Phase II are not adequate for transportation conformity purposes. We also indicated that we were finding the ROP motor vehicle emission budgets found in the SIP adequate for transportation conformity purposes. The essential information in this document will also be posted on EPA's conformity website: <http://www.epa.gov/oms/traq> (once there, click on the "Conformity" button, then look for "Adequacy Review of 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 SIPs and establishes the criteria and procedures for determining whether or not they do so. 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. The criteria by which we determine whether a SIP's budgets are adequate for conformity purposes are outlined in 40 CFR 93.118 (e) (4). Please note that an adequacy review is separate from EPA's completeness review, and EPA's review to determine if the SIP is approvable. Even if we find a budget adequate, the SIP could later be disapproved.

We have described our process for determining the adequacy of submitted SIP budgets in guidance memorandum dated May 14, 1999 and titled "Conformity Guidance on Implementation of March 2, 1999 Conformity Court Decision". We have

followed this guidance in making this adequacy determination for the budgets contained in the State Implementation Plan for the Attainment and Maintenance of the NAAQS for Ozone Meeting the Requirements of the Alternative Ozone Attainment Demonstration Policy—Phase II submitted on April 30, 1998 by PADEP. You may obtain a copy of this guidance from EPA's conformity web site: <http://www.epa.gov/oms/traq> (once there, click on the "Conformity" button) or by calling the contact name listed in "For Further Information Contact" section of this document.

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

Dated: November 4, 1999.

**W. Michael McCabe,**

*Regional Administrator, Region III.*

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## ENVIRONMENTAL PROTECTION AGENCY

[FRL-6475-6]

### Adequacy Status of Submitted State Implementation Plans for Transportation Conformity Purposes: Lancaster Area Request for Redesignation as Attainment for Ozone—Maintenance Plan

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice of adequacy status.

**SUMMARY:** In this document EPA is announcing that the motor vehicle emissions budgets (hereafter referred to as "budgets") contained in the maintenance plan submitted with the Lancaster Area Request for Redesignation as Attainment for Ozone for the Lancaster, Pennsylvania ozone nonattainment area are not adequate for transportation conformity purposes. As a result of our finding, the budgets from the submitted maintenance plan revision cannot be used for future conformity determinations in the Lancaster ozone nonattainment area.

**DATES:** This document is effective November 16, 1999.

**FOR FURTHER INFORMATION CONTACT:**

Larry Budney, U.S. EPA, Region III, 1650 Arch Street, Philadelphia, PA. 19103 at (215) 814-2184 or by e-mail at: budney.larry@epa.gov.

**SUPPLEMENTARY INFORMATION:**

Throughout this document wherever "we", "us," or "our" are used we mean EPA. The word "budgets" refers to the mobile source emission budget for volatile organic compounds (VOCs) and the mobile source emissions budget for

nitrogen oxides (NO<sub>x</sub>). The word SIP in this document refers to the maintenance plan which was submitted as State Implementation Plan revision to satisfy the Clean Air Act's requirements for such a plan when requesting a redesignation to attainment for ozone.

On January 26, 1996, we received the Lancaster Area Request for Redesignation as Attainment for Ozone. The submittal included the required maintenance plan as a SIP. This submitted maintenance plan contained motor vehicle budgets for NO<sub>x</sub> and VOCs. On March 2, 1999, the US District Court ruled that budgets contained in submitted SIPs cannot be used for conformity determinations until EPA has affirmatively found them adequate. In accordance with that ruling, on August 2, 1999, we posted a notice on our web site at: <http://www.epa.gov/oms/traq> stating that we were taking comments on the adequacy of motor vehicle emissions budget found in the Lancaster Area Request for Redesignation as Attainment for Ozone's submitted maintenance plan SIP for the Lancaster, Pennsylvania ozone nonattainment area. The comment period closed on August 31, 1999, and we received no comments.

Today's document is simply an announcement of a finding that we have already made. On October 26, 1999, EPA Region III sent a letter to the Pennsylvania Department of Environmental Protection stating that the motor vehicle emissions budgets found in the Lancaster Area Request for Redesignation as Attainment for Ozone's maintenance plan SIP for the Lancaster ozone nonattainment area are not adequate. The essential information in this notice will also be posted on EPA's conformity website: <http://www.epa.gov/oms/traq> (once there, click on the "Conformity" button, then look for "Adequacy Review of 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 SIPs and establishes the criteria and procedures for determining whether or not they do so. 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. The criteria by which we determine whether a SIP's budgets are adequate for conformity purposes are outlined in 40 CFR 93.118(e)(4). Please note that an adequacy review is separate from EPA's completeness review, and EPA's review

to determine if the SIP is approvable. Even if we find a budget adequate, the SIP could later be disapproved.

We have described our process for determining the adequacy of submitted SIP budgets in a guidance memorandum dated May 14, 1999 and titled "Conformity Guidance on Implementation of March 2, 1999 Conformity Court Decision". We have followed this guidance in making this adequacy determination for the budgets contained in the Lancaster Area Request for Redesignation as Attainment for Ozone's maintenance plan SIP for the Lancaster, Pennsylvania ozone nonattainment area. You may obtain a copy of this guidance from EPA's conformity web site: <http://www.epa.gov/oms/traq> (once there, click on the "Conformity" button) or by calling the contact name listed in **FOR FURTHER INFORMATION CONTACT** section of this document.

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

Dated: November 4, 1999.

**W. Michael McCabe,**

*Regional Administrator, Region III.*

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## **ENVIRONMENTAL PROTECTION AGENCY**

**[FRL-6476-2]**

### **Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) or Superfund, Section 311(b)(9)(A), CERCLA Section 311(b)(3); Announcement of Competition for EPA's Brownfields Job Training and Development Demonstration Pilots**

**AGENCY:** Environmental Protection Agency.

**ACTION:** Notice.

**SUMMARY:** The Environmental Protection Agency will begin accepting applications for Brownfields Job Training and Development Demonstration Pilots through March 3, 2000. The application period will close March 3, 2000 and the Agency intends to competitively select ten Pilots by May, 2000.

**DATES:** This action is effective November 16, 1999. All proposals must be received by March 3, 2000.

**ADDRESSES:** Interested applicants must submit a response to the Brownfields Job Training and Development Demonstration Pilot Guidelines. Job training guidelines can be obtained via the Internet: <http://www.epa.gov/brownfields/>, or by calling the

Superfund Hotline at 1-800-424-9346 (TDD for the hearing impaired at 1-800-553-7672).

#### **FOR FURTHER INFORMATION CONTACT:**

EPA's Office of Solid Waste and Emergency Response, Myra Blakely, Outreach and Special Projects Staff, (202) 260-4527 or Nancy Wilson at (202) 260-1910.

#### **SUPPLEMENTARY INFORMATION:**

The Brownfields Job Training and Development Demonstration Pilots will each be funded up to \$200,000 over two-years. These funds are to be used to bring together community groups, job training organizations, employers, investors, lenders, developers, and other affected parties to address the issue of providing training for residents in communities impacted by brownfields. The goals of the pilots are to facilitate cleanup of brownfields sites contaminated with hazardous substances and prepare the trainees for future employment in the environmental field. The pilot projects must prepare trainees in activities that can be usefully applied to a cleanup employing an alternative or innovative technology.

EPA expects to select approximately 10 Brownfields Environmental Job Training and Development pilots by the end of May 2000. Pilot applicants must be located within or near one of the 307 pre-2000 brownfields assessment pilot communities. Colleges, universities, non-profit training centers, community-based job training organizations, states, cities, towns, counties, U.S. Territories, and Federally recognized Indian Tribes are eligible to apply for funds. EPA welcomes and encourages applications from coalitions of such entities, but a single eligible entity must be identified as the legal recipient. Entities with experience in providing environmental job training and placement programs are invited to apply. The deadline for applications is March 3, 2000.

EPA's Brownfields Initiative is an organized commitment to help communities revitalize abandoned contaminated properties, and to thereby eliminate potential health risks and restore economic vitality to areas where these properties exist. EPA defines brownfields as abandoned, idled or under-used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination.

#### **Submission to Congress and the General Accounting Office**

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small