

EPA Docket Center, Environmental Protection Agency, Mail Code 28221T, 1200 Pennsylvania Ave. NW., Washington, DC 20460, and (2) OMB via email to oira_submission@omb.eop.gov. Address comments to OMB Desk Officer for EPA.

EPA's policy is that all comments received will be included in the public docket without change including any personal information provided, unless the comment includes profanity, threats, information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute.

FOR FURTHER INFORMATION CONTACT: Kathleen Martz, U.S. Environmental Protection Agency, 2000 Traverwood Drive, S-68, Ann Arbor, MI 48105; telephone number: 734-214-4335; Fax: 734-214-4906; email address: martz.kathleen@epa.gov.

SUPPLEMENTARY INFORMATION: Supporting documents, which explain in detail the information that the EPA will be collecting, are available in the public docket for this ICR. The docket can be viewed online at www.regulations.gov or in person at the EPA Docket Center, WJC West, Room 3334, 1301 Constitution Ave. NW., Washington, DC. The telephone number for the Docket Center is 202-566-1744. For additional information about EPA's public docket, visit <http://www.epa.gov/dockets>.

Abstract: SmartWay is a voluntary program that focuses on increasing efficiency and lowering air pollution generated by goods movement that is open to organizations that own, operate, or contract with fleet operations, including truck, rail, barge, air and multi-modal carriers, logistics companies, and shippers. Organizations that do not operate fleets, but that are working to strengthen the freight industry, such as industry trade associations, state and local transportation agencies and environmental groups, also may join as SmartWay affiliates. All organizations that join SmartWay are asked to provide EPA with information as part of their SmartWay registration to annually benchmark their transportation-related operations and improve the environmental performance of their freight activities.

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 SmartWay in several ways. First, the data provides confirmation that SmartWay partners are meeting

established objectives in their Partnership Agreement. The reporting tool outputs enable EPA to assist SmartWay partners as appropriate, and 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.

[FR Doc. 2017-24971 Filed 11-16-17; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[EPA-R09-OAR-2017-0507; FRL-9970-42-Region 9]

Adequacy Status of Motor Vehicle Emissions Budgets in Submitted Reasonable Further Progress Plan for San Diego 8-Hour Ozone for Transportation Conformity Purposes; California

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of adequacy.

SUMMARY: The Environmental Protection Agency (EPA or "Agency") 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

Francisco, CA 94105–3901; (415) 947–4151 or 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.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**

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, 1997.² 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.*

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.

³ See 69 FR 40004 (July 1, 2004).

⁴ 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 (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

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

² See 62 FR 43780 (August 15, 1997).