

Estimated total annual hour burden: 8,250 hours.

Send comments on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the following addresses. Please refer to EPA ICR No. 1925.01 in any correspondence.

Ms. Sandy Farmer, U.S. Environmental Protection Agency, Office of Environmental Information, Collection Strategies Division (2822), 401 M Street, SW, Washington, DC 20460; (or E-Mail *Farmer.Sandy@epamail.epa.gov*)
and

Office of Information and Regulatory Affairs, Office of Management and Budget, Attention: Desk Officer for EPA, 725 17th Street, NW, Washington, DC 20503.

Dated: December 15, 1999.

Doreen Sterling,

Acting Director, Collection Strategies Division.

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ENVIRONMENTAL PROTECTION AGENCY

[CAO22-NOA; FRL-6512-6]

Adequacy Status of Submitted PM10 State Implementation Plans for Transportation Conformity Purposes

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of inadequacy determination.

SUMMARY: In this document, EPA is notifying the public that we have found the PM10 attainment submittals of Coachella Valley, Searles Valley (Trona Portion), and San Bernardino County, California, inadequate for transportation conformity purposes. As a result of our finding, the PM10 motor vehicle budgets from the submitted plans cannot be used for conformity determinations.

DATES: This determination was effective November 23, 1999.

FOR FURTHER INFORMATION CONTACT: The finding notification letters are available at website: <http://www.epa.gov/oms/traq>, once there, click on the "Conformity" button, then look for "Adequacy Review of SIP Submissions for Conformity"). You may also contact Charnjit Bhullar, U.S. EPA, Region IX, Air Division AIR-2, 75 Hawthorne

Street, San Francisco, CA 94105; (415) 744-1153 or *Bhullar.charnjit@epa.gov*.

SUPPLEMENTARY INFORMATION:

Background

Transportation conformity is required by section 176(c) of the Clean Air Act. The federal conformity rule, 40 CFR part 93, requires that transportation plans, programs, and projects conform to state air quality implementation plans and establishes the criteria and procedures for determining whether or not they do. Conformity to a SIP means that transportation activities will help to reduce air quality violations, achieve expeditious attainment of air quality standards, and 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 submittal is adequate for conformity purposes are specified in 40 CFR 93.118(e)(4) and 58 FR 62194.

On March 2, 1999, the D.C. Circuit Court of Appeals ruled that submitted SIPs cannot be used for conformity determinations unless EPA has affirmatively found them adequate through a process providing for public notice and comment. Where EPA finds a SIP submittal inadequate, the budgets cannot be used for conformity determinations.

The new process for determining the adequacy of submitted SIPs is contained in a May 14, 1999, memo titled "Conformity Guidance on Implementation of March 2, 1999 Conformity Court Decision." EPA will be revising the conformity rule to codify this guidance. You can obtain this guidance at <http://www.epa.gov/oms/traq>, click on the conformity button and look for "Adequacy Review of SIP Submissions for Conformity."

Status of Submitted Budgets

In the Coachella Valley serious PM10 attainment plan and the Searles Valley Moderate PM10 attainment plan, different motor vehicle emission elements were not combined into clearly defined budgets consistent with the federal conformity regulations ((40 CFR 93.118(e)(4) and 58 FR 62194). Thus EPA determined that these plans do not contain emission budgets that are adequate for use in conformity determinations.

Similarly, in the San Bernardino County Moderate PM10 attainment plan, different motor vehicle emission elements in the Moderate PM10 attainment plan were not combined into clearly defined budgets consistent with the federal conformity regulations ((40

CFR 93.118(e)(4) and 58 FR 62194). Further the submittal stated that mobile sources are not a significant contributor to PM10 violations in the nonattainment area. EPA found that PM10 from motor vehicles is a significant contributor to the air quality problem because it is responsible for approximately one-half of the total inventory. Because of these problems, EPA determined that this plan does not contain an emission budget that is adequate for use in conformity determinations.

In letters dated November 23, 1999, from EPA to the California Air Resources Board (CARB), South Coast Air Quality Management District (SCAQMD), and Mojave Desert Air Quality Management District (MDAQMD), Region IX notified the agencies that we had determined that the submittals for these three areas are inadequate for conformity. These agencies have agreed with the definition of the problem and to resolve them by submitting revisions to these PM10 plans early next year.

As stated in the May 14, 1999 guidance, EPA's adequacy review should not be used to prejudge EPA's ultimate approval or disapproval of the submitted SIPs. Approvability of the SIP submittals mentioned in this document will be addressed in a future rulemaking.

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

Dated: December 10, 1999.

David P. Howekamp,

Acting Regional Administrator, Region IX.

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ENVIRONMENTAL PROTECTION AGENCY

[FRL-6511-6]

Consultation on a Longitudinal Cohort Study of Environmental Effects on Mothers and Children

AGENCY: Environmental Protection Agency.

ACTION: Notice of public meeting: consultation on the feasibility of conducting a longitudinal cohort study of environmental effects on mothers and children.

SUMMARY: The Environmental Protection Agency (EPA) is announcing a one-day consultation cosponsored by the National Institute for Child Health and Human Development (NIH), and the Centers for Disease Control and Prevention (CDC). The meeting is being convened to discuss the feasibility of conducting a longitudinal cohort study