

amendment. The Commander, First Coast Guard District, also published these proposals as a Public Notice on 12 April 1982 and as an item in the Local Notice to Mariners Nos. 17-21, inclusive, from 15 April through 4 May 1982. Interested persons were given until 12 May 1982 to comment on the proposal.

Discussion of the Proposed Regulation

Twenty-one responses were received concerning the proposed regulations. One response, from the U.S. Fish and Wildlife Service, indicated no opposition to the proposal, the remaining responses indicated approval. However, three of these letters suggested a modification of the proposed regulation covering the period October 11 to November 1. The proposed regulation requires a four-hour advance notice for a bridge opening during this period. The suggested modification would require the bridge to be opened on call from 8 a.m. to 4 p.m. Except for the boatyard immediately above the drawbridge, there is no commercial activity along the waterway. The boatyard provides service, mooring, and storage for recreational vessels. The vessels serviced are, generally, owned by residents in the Osterville area. As the shores above the drawbridge are private property there is little prospect for a significant increase in the number of vessels being brought to the area. As the proposed regulations do not foreclose use of the waterway during the latter part of October, the requested change is not considered necessary.

These final regulations have been reviewed under provisions of Executive Order 1291 and have been determined not to be a major rule. They are considered to be nonsignificant in accordance with guidelines set out in the Policies and Procedures for Simplification, Analysis, and Review of Regulations (DOT Order 2100.5 of 22 May 1980). As explained above, an economic evaluation has not been conducted. In accordance with § 605(d) of the Regulatory Flexibility Act (94 Stat. 1164), it is also certified that these rules will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 33 CFR Part 117

Bridges.

In consideration of the foregoing, Part 117 of Title 33 of the Code of Federal Regulations is amended by adding § 117.78a immediately after § 117.78 to read as follows:

§ 117.78a West Bay, Osterville, Massachusetts.

(a) The draw shall open on signal from April 1 through October 31 on the following schedule:

(1) April 1 through June 14 and October 12 through October 31, 8 a.m.-4 p.m.

(2) June 15 through June 30, 8 a.m.-6 p.m.

(3) July 1 until Labor Day, 8 a.m.-8 p.m.

(4) Labor Day through October 11, 8 a.m.-5 p.m.

(5) For the remainder of this period the draw will open on signal if 4 hours notice is given in advance.

(b) From November 1 through March 31 the draw shall open on signal if a 24-hour notice is given in advance.

(c) The owner or agency controlling the bridge shall post the regulations in this section on the upstream and downstream sides of the bridge, in a conspicuous location where they can be easily read at any time.

[33 U.S.C. 499; U.S.C. 1655(b)(2); 49 CFR 1.46(c)(5); 33 CFR 1.05-1(g)(3)]

Dated: September 22, 1982.

C. E. Robbins,

Rear Admiral, U.S. Coast Guard, Acting Commander, First Coast Guard District.

[FR Doc. 82-27680 Filed 10-6-82; 8:45 am]

BILLING CODE 4910-14-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[Docket No. AH307PA; A-3-FRL 2207-3]

Approval of Revision of Pennsylvania State Implementation Plan

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

SUMMARY: This revision of the Pennsylvania State Implementation Plan (SIP) approves an expanded ridesharing program to provide for additional emission reductions necessary to meet earlier SIP commitments. Because of the difficulties experienced in the implementation of the Newtown Branch Electrification Project and the requirements of the Federal Register notice of April 4, 1979 (44 FR 20372), the expanded ridesharing program was added to provide for those equivalent emission reductions which would have been achieved through the implementation of the Newtown Branch Electrification Project. The Newtown Branch Electrification Project remains as a part of the SIP, although no credit can

be taken for the resultant emission reductions until a formal commitment for funding and implementation is provided by the Southeastern Pennsylvania Transportation Authority (SEPTA) and approved by the DVRPC Board.

EFFECTIVE DATE: October 7, 1982.

ADDRESSES: Copies of the SIP revision is available for inspection during normal business hours at the following locations:

U.S. Environmental Protection Agency, Air Programs & Energy Branch, Curtis Building, 6th & Walnut Streets, Philadelphia, PA. 19106, ATTN: Patricia Sheridan (3AW12)

Delaware Valley Regional Planning Commission, The Bourse Building, 21 South Fifth Street, Philadelphia, PA. 19106, ATTN: John J. Coscia

Pennsylvania Department of Environmental Resources, Bureau of Air Quality Control, 200 North 3rd Street, Harrisburg, PA. 17120, ATTN: James K. Hambright

Public Information Reference Unit, Room 2922, EPA Library, U.S. Environmental Protection Agency, 401 M Street SW., (Waterside Mall), Washington, D.C. 20460

Office of the Federal Register, 1100 L Street, NW., Room 8401, Washington, D.C. 20408

FOR FURTHER INFORMATION CONTACT:

Mr. Glenn Hanson, Chief, Pennsylvania Section (3AW11), Air and Waste Management Division, U.S.

Environmental Protection Agency, Region III, 6th & Walnut Streets, Curtis Building, Philadelphia, PA. 19106, Telephone Number: 215-597-8173.

SUPPLEMENTARY INFORMATION: EPA assessed the approvability of the SIP revision by reviewing the plan revision in connection with the requirements for an approvable nonattainment SIP, which are described in the Federal Register notice of April 4, 1979 (44 FR 20372) and the requirements of Section 110 and Part D of the Clean Air Act. On May 10, 1982, EPA published a Notice of Proposed Rulemaking (47 FR 20007). EPA evaluated the comments received during the public comment period in its assessment of the final approval status of the revision to the Pennsylvania SIP. It is EPA's conclusion that the SIP revision submitted by Pennsylvania is approvable.

The subject revision of the Pennsylvania SIP was submitted to EPA on December 9, 1981 after a public hearing on October 15, 1981.

On May 20, 1980, EPA published a conditional approval of Pennsylvania's SIP, which includes the transportation

element for the Delaware Valley area. One of the conditions on this SIP was that the Delaware Valley Regional Planning Commission (DVRPC), as lead agency for transportation/air quality planning, must obtain firm commitments for the implementation of the Newtown Branch electrification project by December 31, 1980, or obtain commitment for an equivalent measure by June 30, 1981. (These deadlines were finalized in the Federal Register notice of March 19, 1981, 46 FR 17552.)

On December 9, 1981, Acting Secretary Peter S. Duncan, Pennsylvania Department of Environmental Resources (DER), submitted a revision to the Pennsylvania SIP which adds an expanded ridesharing program in the Delaware Valley which will result in emission reductions which are equivalent to those from the Newtown Branch electrification project. This addition became necessary when the electrification project was withdrawn from the fiscal year 1981 Annual Element of the Transportation Improvement Plan for the Delaware Valley. This withdrawal resulted from changes in priorities for capital projects managed by the Southeastern Pennsylvania Transportation Authority. The project may be completed in the future but not soon enough to satisfy emission reduction commitments made in the 1979 SIP.

The existing ridesharing program has been operating since 1974, and has aided in the initiation of 250 vanpools and 3,172 carpools during this time. The measure being approved today consists of an expansion of this existing ridesharing program. An expected 30 vanpools and 67 carpools will result from this program expansion.

DVRPC has submitted an adequate commitment to implement the expanded program. This commitment is the adoption by the DVRPC Board of the expanded ridesharing program on June 25, 1981. In addition, on October 22, 1981, the Board adopted a recommendation that DER add the expanded ridesharing program to the Early Action Program of the Transportation Element of the Pennsylvania SIP.

EPA has reviewed the information submitted by the State and is today approving the expanded ridesharing program as a satisfactory equivalent for the Newtown Branch electrification project.

Public Comments on Proposal

There were five comments on the proposed SIP revision, one of which suggested substituting an expanded ridesharing program in place of the

Newtown Branch Electrification Program.

Four of the commenters voiced strong support for including the expanded ridesharing program as an addition to the existing SIP, retaining the Newtown Branch Electrification Project for future implementation.

Response

As specified in the Federal Register of March 19, 1981 (46 FR 17552), a condition for the approval of the Pennsylvania State Implementation Plan (SIP) for carbon monoxide and ozone was the submission, by December 31, 1981, of firm commitments from appropriate State and local authorities for the implementation of the Newtown Branch electrification project. If firm commitments were not obtained by December 31, 1980, the Commonwealth was required to submit additional measures with equivalent reductions by June 30, 1981. Since the Newtown Branch electrification project was deleted from the 1981 Annual Element of the Transportation Improvement Plan by the DVRPC Board on November 20, 1980, the submission of additional measures, which would result in an equivalent reduction of HC emissions, was required by the Federal Register notice.

Accordingly, a public hearing was held on October 15, 1981, to consider the inclusion of an expanded ridesharing program in the Pennsylvania SIP, "to compensate for the emission reductions associated with the Newtown Branch Electrification Project." Subsequently, on December 9, 1982, the Commonwealth of Pennsylvania submitted a proposed SIP revision "which revises the transportation portion of the SIP for Southeastern Pennsylvania to include an expanded ridesharing program in lieu of commitments to the Newtown Branch Electrification Project." Since the approved revision includes the expanded ridesharing program as an additional measure, the Newtown Branch Electrification Project remains in the SIP as a planned measure with no commitment for scheduled implementation, and with no credit given for emission reduction.

The Office of Management and Budget has exempted this rule from the requirements of Section 3 of Executive Order 12291.

Under 5 U.S.C. 605(b) the Administrator has certified that SIP approvals do not have a significant economic impact on a substantial number of small entities. See 46 FR 8709 (January 27, 1981).

Under Section 307(b)(1) of the Act, petitions for judicial review of this

action must be filed in the United States Court of Appeals for the appropriate circuit by December 6, 1982. This action may not be challenged later in proceedings to enforce its requirements. (See 307(b)(2)).

List of Subjects in 40 CFR Part 52

Air pollution control, Ozone, Sulfur oxides, Nitrogen dioxide, Lead, Particulate matter, Carbon monoxide, Hydrocarbons, Intergovernmental relations.

(42 U.S.C. 7401-76542)

Dated: September 28, 1982.

Note.—Incorporation by reference of the State Implementation Plan for the State of Pennsylvania was approved by the Director of the Federal Register on July 1, 1982.

Anne M. Gorsuch,
Administrator.

PART 52 [AMENDED]

Part 52 of Title 40, Code of Federal Regulations is amended as follows:

Subpart NN—Pennsylvania

Section 52.2020, Identification of Plan, is amended by adding paragraph (c)(46).

§ 52.2020 Identification of plan.

(c) The plan revisions listed below were submitted on the dates specified.

(46) A revision submitted by the Acting Secretary of the Pennsylvania Department of Environmental Resources on December 9, 1981, which would add an expanded ridesharing program in the Delaware Valley.

[FR Doc. 82-27595 Filed 10-6-82; 8:45 am]

BILLING CODE 6560-50-M

40 CFR Part 52

[A-6-FRL 2218-1]

Texas; Administrative Revision

AGENCY: Environmental Protection Agency.

ACTION: Final rulemaking.

SUMMARY: The purpose of this notice is to approve an administrative revision for Section VIII (Texas Air Pollution Emergency Episode Contingency Plan) to the Texas State Implementation Plan submitted by the Texas Air Control Board (TACB) on May 18, 1982. At the same time, EPA is also approving a revision for Regulation VIII (Control of Air Pollution Episodes) to the Texas SIP submitted by the Governor on June 30, 1975 and the administrative update submitted on December 29, 1981. Administrative revisions to a SIP may