

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 117****[Docket No. USCG–2013–0176]****Drawbridge Operation Regulations; Saugus River, Saugus and Lynn, MA****AGENCY:** Coast Guard, DHS.**ACTION:** Notice of temporary deviation from regulations.

SUMMARY: The Coast Guard has issued a temporary deviation from the regulation governing the operation of the Route 107 temporary bridge across the Saugus River, mile 2.5, between Saugus and Lynn, Massachusetts. The bridge will not open for vessel traffic during the installation of the moveable span. This deviation allows the bridge to remain closed for six days.

DATES: This deviation is effective from April 1, 2013, until April 6, 2013.

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG–2013–0176 and are available online at www.regulations.gov, inserting USCG–2013–0176 in the “Keyword” and then clicking “Search”. They are also available for inspection or copying at the Docket Management Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC, 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email Mr. John McDonald, Project Officer, First Coast Guard District, telephone (617) 223–8364, john.w.mcdonald@uscg.mil. If you have questions on viewing the docket, call Barbara Hairston, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION: The Route 107 temporary bridge, across the Saugus River, mile 2.5, between Saugus and Lynn, Massachusetts, has a vertical clearance in the closed position of 6 feet above mean high water and 15 feet above mean low water. The bridge is required to open on signal at all times in accordance with 33 CFR 117.5.

The waterway is transited by recreational and commercial fishing boats.

The lift span at the new bridge will be installed between April 1, 2013, and April 6, 2013. During that time period the span will be in the closed position.

Once the construction of the lift span is completed the draw will be placed in the full open position until all the operating machinery is installed.

The upstream facilities and the fishermen were advised regarding the six day closure. No objections were received.

Under this temporary deviation the Route 107 temporary bridge may remain in the closed position from April 1, 2013 through April 6, 2013.

In accordance with 33 CFR 117.35(e), the bridge must return to its regular operating schedule immediately at the end of the designated time period. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: March 18, 2013.

Gary Kassof,

Bridge Program Manager, First Coast Guard District.

[FR Doc. 2013–07151 Filed 3–27–13; 8:45 am]

BILLING CODE 9110–04–P

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 52****[EPA–R09–OAR–2012–0713; FRL–9794–5]****Disapproval of Implementation Plan Revisions; State of California; South Coast VMT Emissions Offset Demonstrations****AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Final rule.

SUMMARY: EPA is taking final action to withdraw its previous approvals of state implementation plan revisions submitted by the State of California to meet the vehicle-miles-traveled emissions offset requirement under the Clean Air Act for the Los Angeles-South Coast Air Basin 1-hour and 8-hour ozone nonattainment areas. EPA is also taking final action to disapprove the same plan revisions. EPA is finalizing the withdrawal and disapproval actions in response to a remand by the Ninth Circuit Court of Appeals in *Association of Irrigated Residents v. EPA*. The effect of this action is to trigger deadlines by which new plan revisions meeting the applicable requirements must be submitted by the State of California and approved by EPA to avoid sanctions and to avoid an obligation on EPA to promulgate a federal implementation plan.

DATES: *Effective Date:* This rule is effective on April 29, 2013.

ADDRESSES: EPA has established docket EPA–R09–OAR–2012–0713 for this

action. The index to the docket for this action is available electronically at <http://www.regulations.gov> and in hard copy at EPA Region IX, 75 Hawthorne Street, San Francisco, California, 94105–3901. While all documents in the docket are listed in the index, some information may be publicly available only at the hard copy location (e.g., copyrighted material), and some may not be publicly available at either location (e.g., CBI). To inspect the hard copy materials, please schedule an appointment during normal business hours with the contact listed in the **FOR FURTHER INFORMATION CONTACT** section below.

FOR FURTHER INFORMATION CONTACT:

Wienke Tax, Air Planning Office, U.S. Environmental Protection Agency, Region 9, Mailcode AIR–2, 75 Hawthorne Street, San Francisco, California 94105–3901, 415–947–4192, tax.wienke@epa.gov.

SUPPLEMENTARY INFORMATION:

Throughout this document, “we,” “us” and “our” refer to EPA.

Table of Contents

- I. Summary of Today’s Action
- II. Background
- III. Response to Public Comments
- IV. Final Action and Consequences of Final Disapproval
- V. Statutory and Executive Order Reviews

I. Summary of Today’s Action

EPA is taking final action to withdraw our previous approvals of revisions to the state implementation plan (SIP) submitted by the State of California to demonstrate compliance with the vehicle miles traveled (VMT) emissions offset requirement under Clean Air Act (CAA) section 182(d)(1)(A) with respect to the 1-hour and 8-hour ozone standard in the South Coast nonattainment area. EPA is taking this action in response to a decision by the Ninth Circuit in *Association of Irrigated Residents v. EPA*. Under section 110(k) of the CAA, we are also taking final action to disapprove these same plan elements because they reflect an approach to showing compliance with section 182(d)(1)(A) that was rejected by the Ninth Circuit.

Subject to our regulations at 40 CFR 52.31, our disapproval of the SIP revisions will trigger the new source review (NSR) offset sanction in CAA section 179(b)(2) and the highway funding sanction under CAA section 179(b)(1) in the South Coast ozone nonattainment area 18 months, and 24 months, respectively, after the effective date of this action unless we take final action approving SIP revisions meeting the relevant requirements of the CAA