

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 117**

[Docket No. USCG-2018-0835]

Drawbridge Operation Regulation; Hackensack River, Jersey City, NJ**AGENCY:** Coast Guard, DHS.**ACTION:** Notice of deviation from drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the Hack-Freight Railroad Bridge across the Hackensack River, mile 3.1, at Jersey City, New Jersey. The deviation is necessary to replace four counterweight sheave assemblies on the west tower of the bridge. This temporary deviation allows the bridge to remain in the closed-to navigation position during the construction period.

DATES: This deviation is effective from 6 a.m. on September 30, 2018, until 6 a.m. on October 7, 2018.

ADDRESSES: The docket for this deviation, USCG-2018-0835, is available at <http://www.regulations.gov>. Type the docket number in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this deviation.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Judy K. Leung-Yee, Bridge Management Specialist, First District Bridge Branch, U.S. Coast Guard; telephone 212-514-4336, email Judy.K.Leung-Yee@uscg.mil.

SUPPLEMENTARY INFORMATION: The owner of the bridge, Consolidated Rail Corporation, requested a temporary deviation in order to replace four counterweight sheave assemblies on the west tower of the bridge.

The Hack-Freight Railroad Bridge across the Hackensack River, mile 3.1, at Jersey City, New Jersey is a vertical lift bridge with a vertical clearance of 11 feet at mean high water and 16 feet at mean low water in the closed position. The existing drawbridge operating regulation is listed at 33 CFR 117.723(c).

This temporary deviation will allow the Hack-Freight Railroad Bridge to remain in the closed position from 6 a.m. on September 30, 2018, to 6 a.m. on October 7, 2018. The waterway is transited by recreational and commercial vessels. Coordination with known waterway users has indicated no objection to the closure of the draw. Vessels able to pass through the bridge

in the closed position may do so at anytime. The bridge will not be able to open for emergencies. There is no immediate alternate route for vessels to pass.

The Coast Guard will also inform the users of the waterways through our Local and Broadcast Notices to Mariners of the change in operating schedule for the bridge so that vessel operators can arrange their transits to minimize any impact caused by the temporary deviation.

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

Dated: September 21, 2018.

C.J. Bisignano,*Supervisory Bridge Management Specialist, First Coast Guard District.*

[FR Doc. 2018-21048 Filed 9-26-18; 8:45 am]

BILLING CODE 9110-04-P**ENVIRONMENTAL PROTECTION AGENCY****40 CFR Part 52**

[EPA-R08-OAR-2018-0608; FRL-9983-40-Region 8]

Adequacy Determination for the Missoula PM₁₀ Limited Maintenance Plan for Transportation Conformity Purposes; State of Montana**AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Adequacy determination.

SUMMARY: In this announcement, the Environmental Protection Agency (EPA) is notifying the public that the EPA has found the Missoula PM₁₀ National Ambient Air Quality Standard (NAAQS) Limited Maintenance Plan (LMP) adequate for transportation conformity purposes. As more fully explained in the Supplementary Information section of this notice, this finding will affect future transportation conformity determinations.

DATES: This finding is effective on October 12, 2018.

FOR FURTHER INFORMATION CONTACT: Tim Russ, Air Program, EPA, Region 8, Mailcode 8P-AR, 1595 Wynkoop Street, Denver, Colorado 80202-1129, (303) 312-6479, or russ.tim@epa.gov.

SUPPLEMENTARY INFORMATION: Throughout this document wherever "we," "us," or "our" is used, we mean the EPA.

Transportation conformity is required by section 176(c) of the Clean Air Act to ensure that federally funded highway and transit projects are consistent with the air quality goals established by the state implementation plan (SIP). The EPA's conformity rule provisions at 40 CFR part 93, subpart A, establish the criteria and procedures for determining whether transportation plans, programs and projects conform to the SIP. Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the applicable NAAQS.¹

The criteria by which the EPA determines whether a SIP revision's LMP² or motor vehicle emission budgets (MVEBs) are adequate for transportation conformity purposes are outlined at 40 CFR 93.118(e)(4), and the adequacy review process is described at 40 CFR 93.118(f)(1). We applied these criteria and followed this process in making the determinations announced in this notice.

This document is simply an announcement of findings that the EPA has already made, as described below.

The State of Montana submitted the Missoula PM₁₀ LMP³ on August 1, 2016. As part of our adequacy review, we announced receipt of the Missoula PM₁₀ LMP and posted an announcement of availability on the EPA Office of Transportation and Air Quality's transportation conformity website <https://www.epa.gov/state-and-local-transportation/adequacy-review-state-implementation-plan-sip-submissions-conformity>. The EPA requested public comments by May 30, 2018. We did not receive any comments. We sent a letter to the Montana Department of Environmental Quality on July 23, 2018, that stated that the submitted Missoula PM₁₀ LMP was adequate for transportation conformity purposes.

Following the effective date listed in the **DATES** section of this notice, the Missoula County-City Metropolitan Planning Organization, the Montana

¹ The applicable PM₁₀ NAAQS is found in 40 CFR part 50, section 50.6: "The level of the national primary and secondary 24-hour ambient air quality standards for particulate matter is 150 micrograms per cubic meter (µg/m³), 24-hour average concentration. The standards are attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³, as determined in accordance with appendix K to this part, is equal to or less than one."

² On August 9, 2001, EPA issued a guidance memorandum titled "Limited Maintenance Plan Option for Moderate PM₁₀ Nonattainment Areas." <https://www.epa.gov/sites/production/files/2016-06/documents/2001lmp-pm10.pdf>.

³ Particulate matter less than or equal to 10 microns in diameter.