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Linwood A. Watson, Jr.,

*Acting Secretary.*

[FR Doc. 95-23381 Filed 9-20-95; 8:45 am]

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[Docket No. RP95-436-000]

### Transcontinental Gas Pipe Line Corporation; Notice of Petition For Declaratory Order

September 15, 1995.

Take notice that on September 1, 1995, Transcontinental Gas Pipe Line Corporation (Transco) and certain traditional shippers<sup>1</sup> (herein collectively, with Transco, referred to as the Transco Group) filed a Petition for Declaratory Order.

The Transco Group requests that the Commission order Coastal Eagle Point Oil Company to comply with Transco's tariff provision requiring the payment of overrun penalty amounts incurred as a result of unauthorized takes of gas in excess of its maximum firm contract entitlement during December of 1992. In support thereof, the Transco Group seeks a declaratory order finding that (1) a shipper's intent at the time that it incurs an overrun is not relevant to the assessment of an overrun penalty; (2) a "harm" standard is not relevant to the assessment of an overrun penalty, and (3) Transco is not required to provide verbal or written notice to a shipper prior to the assessment of an overrun penalty.

Any person desiring to be heard or to protest said filing should file a motion to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street, NE., Washington, DC 20426, in accordance with 18 CFR 385.214 and 385.211 of the Commission's Rules and Regulations. All such motions or protests should be filed on or before September 25, 1995. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a motion to intervene. Copies of this filing are on

<sup>1</sup> The Brooklyn Union Gas Company, Consolidated Edison Company of New York, Inc., Elizabethtown Gas Company a division of NUI Corporation, Long Island Lighting Company, North Penn Gas, Inc., Penn Fuel Gas, Inc., Pennsylvania Gas and Water Company, Philadelphia Gas Works, Piedmont Natural Gas Company and Public Service Electric & Gas Company have joined Transco in this Petition to evidence their support for the findings requested.

file with the Commission and are available for public inspection in the public reference room.

Linwood A. Watson, Jr.,

*Acting Secretary.*

[FR Doc. 95-23383 Filed 9-20-95; 8:45 am]

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[Docket No. RP95-437-000]

### WestGas InterState, Inc.; Notice of Proposed Changes in FERC Gas Tariff

September 15, 1995.

Take notice that on September 12, 1995, WestGas Interstate, Inc. (WGI) tendered for filing certain revised tariff sheets to First Revised Volume No. 1 of its FERC Gas Tariff, as identified on the Appendix A attached to the filing. The proposed effective date of these tariff sheets is November 1, 1995.

WGI states that the tariff revisions reflect a decrease in all of the rates applicable under WGI's transportation rate schedules and would decrease overall revenues from WGI's jurisdictional services by \$105,510, based on the twelve-month period ended June 30, 1995, as adjusted for known changes through December 31, 1995. Specifically, WGI proposes to decrease its maximum reservation charge under Rate Schedule FT from \$2.2344 per dth to \$1.2828 per Dth and to decrease its maximum commodity charge under Rate Schedule IT from \$0.0492 per dth to \$0.0401 per dth. WGI further states that the revised tariff sheets also reflect certain revisions which update and clarify WGI's FERC gas tariff, and bring WGI's tariff into conformance with recent Commission Orders.

WGI states that a copy of its filing was served on each of its jurisdictional customers and affected state commissions.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street, N.E., Washington, D.C. 20406, in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.211 and 385.214). All such petitions or protests should be filed on or before September 22, 1995. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the

Commission and are available for public inspection.

Linwood A. Watson, Jr.,

*Acting Secretary.*

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### ENVIRONMENTAL PROTECTION AGENCY

[FRL-5297-7]

#### Agency Information Collection Activities up for Renewal

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) listed below is coming up for renewal. Before submitting the renewal package to the Office of Management and Budget (OMB), EPA is soliciting comments on specific aspects of the collection as described below.

**DATES:** Comments must be submitted on or before November 20, 1995.

**ADDRESSES:** U.S. Environmental Protection Agency, Assessment and Modeling Division, Emission Inventory Group, 2565 Plymouth Road, Ann Arbor, MI 48105.

**FOR FURTHER INFORMATION CONTACT:** Donald M. Szeles. Telephone: (313) 668-4513, Facsimile: (313) 668-4497.

#### SUPPLEMENTARY INFORMATION:

##### Affected Entities

The entity affected by this action is the general public that own on-road motor vehicles.

##### Title

Mobile Source Emission Factor Survey—2060-0078.

##### Abstract:

The EPA Emission Inventory Group, through contractors, solicits the general public to voluntarily offer their vehicle for emissions testing. The owner is also asked to complete a multiple choice form of nine questions that summarize vehicle usage. There are two methods of soliciting the general public for participation in the Emission Factor Program (EFP):

1. Postal cards are sent to a random selection of vehicle owners using State motor vehicle registration lists.

2. A random selection of motor vehicle owners who arrive at State emission inspection stations on an annual or biennial schedule.

Information from the EFP provides a basis for developing State Implementation Plans (SIPs), Reasonable Further Progress (RFP) reports, attainment status assessments for the National Ambient Air Quality Standards (NAAQS).

The legislative basis for the Emission Factor Program is Section 103(a)(1)(2)(3) of the Clean Air Act, which requires the Administrator to: "conduct \* \* \* research, investigations, experiments, demonstrations, surveys, and studies relating to the causes, effects, extent, prevention, and control of air pollution" and "conduct investigations and research and make surveys concerning any specific problem of air pollution in cooperation with any air pollution control agency \* \* \*"

EPA uses the data from the EFP to verify predictions of the computer model known as MOBILE, which calculates the contribution of mobile source emissions to ambient air pollution. MOBILE is used by EPA, state and local air pollution agencies, the auto industry, and other parties interested in estimating mobile source emissions.

The EPA would like to solicit comments to:

- (i) Evaluate whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;
- (ii) Evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information; and
- (iii) Minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated technology (e.g., permitting electronic submission of responses).

**Burden Statement:** Public reporting burden for this collection of information is estimated to average 10 minutes per response for a contractor laboratory questionnaire and up to 2 hours per response for a post card questionnaire, including the time for reviewing instructions, completing the questionnaire, and delivering the vehicle for testing.

Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to: Chief, Information Policy Branch, PM-223, U.S. Environmental Protection Agency, 401 M St., S.W., Washington, DC 20460; and the Paperwork Reduction Project (OMB # 2060-0078), Office of Information and

Regulatory Affairs, Office of Information and Regulatory Affairs, Office of Management and Budget, Washington, D.C. 20503.

No person is required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control numbers for EPA's regulations are displayed in 40 CFR Part 9.

Send comments regarding these matters, or any other aspect of the information collection, including suggestions for reducing the burden, to the address listed above.

Dated: September 1, 1995.  
Donald M. Szeles,  
*Mechanical Engineer.*  
[FR Doc. 95-23434 Filed 9-20-95; 8:45 am]  
BILLING CODE 6560-50-P

#### [AMS-FRL-5300-6]

### California State Nonroad Engine Pollution Control Standards; Authorization of State Standards; Notice of Decision

**AGENCY:** Environmental Protection Agency.

**ACTION:** Notice regarding authorization of State standards.

**SUMMARY:** EPA is authorizing California to enforce regulations for exhaust emission standards and test procedures for 1996 and later new heavy-duty off-road diesel cycle engines 175 horsepower and greater pursuant to section 209(e) of the Clean Air Act.

**ADDRESSES:** The Agency's decision document containing an explanation of the Administrator's decision, as well as all documents relied upon in reaching that decision, including those submitted by the California Air Resources Board (CARB), are available for public inspection in the Air and Radiation Docket and Information Center in Docket A-94-44 during the working hours of 8:00 a.m. to 5:30 p.m. at the Environmental Protection Agency, Air Docket (6102), Room M-1500, Waterside Mall, 401 M Street, S.W., Washington, D.C. 20460. Copies of the decision can be obtained from EPA's Manufacturers Operations Division by contacting David Dickinson, as noted below.

**FOR FURTHER INFORMATION CONTACT:** David Dickinson, Attorney/Advisor, Manufacturers Operations Division (6405J), U.S. Environmental Protection Agency, 401 M Street S.W., Washington, D.C. 20460. Telephone: (202) 233-9256.

**SUPPLEMENTARY INFORMATION:** I have decided to authorize California to

enforce regulations for standards and test procedures for nonroad engines pursuant to section 209(e) of the Clean Air Act, as amended (Act), 42 U.S.C. 7543. These regulations establish exhaust emission standards and test procedures for 1996 and later new heavy-duty off-road diesel cycle engines 175 horsepower and greater, including alternate-fueled engines, produced on or after January 1, 1996. A comprehensive description of these California regulations can be found in the decision document for this authorization and in materials submitted by CARB.

On the basis of the record before me, I cannot make the findings required to deny authorization under section 209(e)(2) of the Act. Therefore, I am authorizing California to enforce these regulations.

On February 14, 1995 EPA published a notice of opportunity for a public hearing and a request for written comments concerning California's request.<sup>1</sup> EPA received no request for a hearing. EPA received comments from the United States Office of the Deputy Under Secretary of Defense.

Consequently, this determination is based on written submissions by CARB, the written comments submitted in response to the above-mentioned notice and all other relevant information.

Section 209(e) of the Act as amended, 42 U.S.C. 7543(e), addresses state regulation of nonroad engines and vehicles. EPA issued on July 20, 1994 a final regulation to implement section 209(e) entitled "Air Pollution Control; Preemption of State Regulation for Nonroad Engine and Vehicle Standards" (section 209(e) rule).<sup>2</sup> Section 209 preempts states from regulating several types of new nonroad engines and vehicles, including new engines which are used in construction equipment or vehicles or used in farm equipment or vehicles and which are smaller than 175 horsepower; and new locomotives or new engines used in locomotives. The section 209(e) rule sets forth definitions for these preempted categories of engines.

For those new pieces of equipment or new vehicles other than those a State is not permanently preempted from regulating under section 209(e)(1), the State of California may promulgate standards regulating such new equipment or new vehicles provided California complies with Section 209(e)(2). The section 209(e) rule provides that if certain criteria are met, the Administrator shall authorize

<sup>1</sup> 60 FR 8381 (February 14, 1995).

<sup>2</sup> See 59 FR 36969 (July 20, 1994) and codified at 40 C.F.R. Part 85, Subpart Q, §§ 85.1601-85.1606.