

approval, Rate Order No. WAPA-60, previously extended under Rate Order No. WAPA-83, will be extended under Rate Order WAPA-90. A notice of an extension of the firm power and firm peaking power service rates was published in the **Federal Register** on March 29, 2000. Therefore, Western is extending P-SMBP-ED firm power and firm peaking power service rates under Rate Order No. WAPA-90.

Discussion

The existing P-SMBP-ED rate is \$3.20/kilowattmonth for capacity and 8.32 mills/kilowatthour for energy. The existing rates are sufficient to recover project expenses, including interest and capital requirements through September 30, 2003. Increased revenue from good hydrologic conditions and effective cost containment efforts have resulted in lower operation and maintenance expenses over the cost-evaluation period. For the Pick-Sloan Missouri Basin Program, the rate setting study projected the deficit associated with the drought starting in 1989 to peak at \$178 million in fiscal year (FY) 1994 and to be repaid in FY 2002. The deficit actually peaked at \$171 million in FY 1993 and was totally repaid, with interest, in FY 1997. The total revenue requirement of \$135.2 million is sufficient to cover the expenses and capital requirements through September 30, 2003.

In accordance with 10 CFR part 903.23(a)(2), Western did not have a consultation and comment period. The notice of proposed extension of the firm power service and firm peaking power service rates was published in the **Federal Register** on March 29, 2000.

Order

In view of the foregoing and pursuant to the authority delegated to me by the Secretary, I hereby extend for a period effective February 1, 2001, and ending September 30, 2003, the existing Rate Schedules P-SED-F6 for firm power service and P-SED-FP6 on an interim basis for firm peaking power service for the P-SMBP-ED.

Dated: July 10, 2000.

T.J. Glauthier,

Deputy Secretary.

[FR Doc. 00-18003 Filed 7-14-00; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

[FRL-6837-2]

Agency Information Collection Activities: Submission for OMB Review; Comment Request; Land Disposal Restrictions No-Migration Variances

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), this document announces that the following Information Collection Request (ICR) has been forwarded to the Office of Management and Budget (OMB) for review and approval: Land Disposal Restrictions No-Migration Variances, OMB Control Number 2050-0062, EPA ICR No. 1353.06 expiring on August 31, 2000. The ICR describes the nature of the information collection and its expected burden and cost; where appropriate, it includes the actual data collection instrument.

DATES: Comments must be submitted on or before August 16, 2000.

FOR FURTHER INFORMATION CONTACT: For a copy of the ICR, contact Sandy Farmer at EPA by phone at (202) 260-2740, by email at farmer.sandy@epamail.epa.gov, or download a copy of the ICR off the Internet at <http://www.epa.gov/icr> and refer to EPA ICR No. 1353.06. For technical questions about the ICR contact David A. Eberly on 703-308-8645.

SUPPLEMENTARY INFORMATION:

Title: Land Disposal Restrictions No-Migration Variances, OMB Control Number 2050-0062, EPA ICR No. 1353.06, expiring August 31, 2000. This is a request for extension of a currently approved collection.

Abstract: To receive a variance from the hazardous waste land disposal prohibitions, owner/operators of hazardous waste storage or disposal facilities may petition the Environmental Protection Agency to allow land disposal of a specific restricted waste at a specific site. The EPA Regional Offices will review the petitions and determine if they successfully demonstrate "no migration." The applicant must demonstrate that hazardous wastes can be managed safely in a particular land disposal unit, so that "no migration" of any hazardous constituents occurs from the unit for as long as the waste remains hazardous. If EPA grants the variance, the waste is no longer prohibited from

land disposal in that particular unit. If the owner/operator fails to make this demonstration, or chooses not to petition for the variance, best demonstrated available technology (BDAT) requirements of 40 CFR 268.40 must be met before the hazardous wastes are placed in a land disposal unit.

An agency may not conduct or sponsor, and a person is not 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 listed in 40 CFR part 9 and 48 CFR Chapter 15. The **Federal Register** document required under 5 CFR 1320.8(d), soliciting comments on this collection of information was published on February 22, 2000 (65 FR 8699); no comments were received.

Burden Statement: The annual public reporting and recordkeeping burden for this collection of information is estimated to average 3,137 hours per response. Burden means the total time, effort, or financial resources expended by persons to generate, maintain, retain, or disclose or provide information to or for a Federal agency. This includes the time needed to review instructions; develop, acquire, install, and utilize technology and systems for the purposes of collecting, validating, and verifying information, processing and maintaining information, and disclosing and providing information; adjust the existing ways to comply with any previously applicable instructions and requirements; train personnel to be able to respond to a collection of information; search data sources; complete and review the collection of information; and transmit or otherwise disclose the information.

Respondents/Affected Entities: 1.

Estimated Number of Respondents: 1.

Frequency of Response: once every three years.

Estimated Total Annual Hour Burden: 3,137 hours.

Estimated Total Annualized Capital, O&M Cost Burden: \$72.

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. 1353.06 and OMB Control No. 2050-0062 in any correspondence.

Ms. Sandy Farmer, U.S. Environmental Protection Agency, Office of Environmental Information, Collection Strategies Division (2822),

1200 Pennsylvania Ave., NW,
Washington, DC 20460;
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: July 1, 2000.

Oscar Morales,

Director, Collection Strategies Division.

[FR Doc. 00-18026 Filed 7-14-00; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

[FRL-6736-3]

Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses; Certification of Equipment

AGENCY: Environmental Protection
Agency (EPA).

ACTION: Notice of EPA certification of
equipment provided by Turbodyne
Systems, Inc.

SUMMARY: Today's **Federal Register**
document announces EPA's decision to
certify equipment to the 0.10 g/bhp-hr
standard for the Urban Bus Retrofit/
Rebuild Program. The equipment is
provided by Turbodyne Systems, Inc.
(Turbodyne).

Turbodyne submitted to EPA a
notification of intent to certify
equipment, signed November 14, 1997,
pursuant to the program regulations at
40 CFR part 85, subpart O. On April 19,
1999, EPA published a document in the
Federal Register that the Turbodyne
notification had been received and
made the notification available for
public review and comment for a period
of 45 days (64 FR 19151). EPA has
completed its review and the Director of
the Certification & Compliance Division
has determined that it meets all
requirements for certification.
Accordingly, EPA approves the
certification of this equipment effective
July 17, 2000.

The equipment consists of the base
engine components used on the 25%
reduction retrofit/rebuild kit certified by
the Detroit Diesel Corporation (DDC),
components from the 25% retrofit
catalyst kit certified by Engine Control
Systems, Ltd. (ECS) and a TurboPac
supercharger system supplied by
Turbodyne that supplies additional air
for combustion during engine
acceleration. This Turbodyne kit is
identical to the kit that was certified by
the Detroit Diesel Corporation on May
14, 1998 (63 FR 26798) and is applicable

to the same models, and model year
engines as the DDC kit.

The kit is applicable to 6V92TA urban
bus engine models made by Detroit
Diesel Corporation (DDC) from model
years 1979 to 1989 and equipped with
mechanical unit injectors (MUI), and
may be used immediately by transit
operators in compliance with program
requirements. The kit is available in
three horsepower levels (253, 277, and
294).

EPA has determined that this
Turbodyne kit complies with the 0.10
gram per brake horsepower-hour (g/bhp-
hr) particulate matter (PM) standard for
the applicable engines. EPA has not
determined that Turbodyne's
notification complies with the life cycle
cost requirements of the program
regulations because no life cycle costs
were supplied with the application.

Today's **Federal Register** document
does not trigger any additional program
requirements for transit operators. The
0.10 g/bhp-hr PM level has already been
triggered for all engines covered by this
notification.

The notification of intent to certify, as
well as other materials specifically
relevant to it, are contained in Category
XXIII-A of Public Docket A-93-42,
entitled "Certification of Urban Bus
Retrofit/Rebuild Equipment." This
docket is located at the address listed
below.

Additional details concerning this
certification, the Turbodyne kit, and
responsibilities of transit operators, are
provided below.

DATES: Today's **Federal Register**
document dated July 17, 2000, is the
certification date for this equipment.
The 0.10 g/bhp-hr standard was
triggered on March 14, 1997 (62 FR
12166) for all engines covered by this
certification.

ADDRESSES: The Turbodyne notification
of intent to certify, as well as other
material specifically relevant to it, are
contained at the U.S. Environmental
Protection Agency's Public Air Docket
A-93-42 (Category XXIII-A), Room M-
1500, 401 "M" Street SW, Washington,
DC 20460.

Docket items may be inspected from
8:00 a.m. until 5:30 p.m., Monday
through Friday. As provided in 40 CFR
part 2, a reasonable fee may be charged
by EPA for copying docket materials.

FOR FURTHER INFORMATION CONTACT:
Anthony Erb, Certification &
Compliance Division (6403J), U.S.
Environmental Protection Agency, Ariel
Rios Building, 1200 Pennsylvania
Avenue, N.W. Washington, D.C. 20460.
Telephone: (202) 564-9259. Email
Address: ERB.ANTHONY@EPA.GOV.

SUPPLEMENTARY INFORMATION:

I. Description of the Certified Kit

The certified kit described in today's
Federal Register document, is provided
by Turbodyne. It is certified to the 0.10
g/bhp-hr standard. It is not required to
comply with the applicable life cycle
cost requirements of the program. No
cost data were provided in the
notification.

The certification described in today's
document applies to 1979 through 1989
model year DDC 6V92TA engines that
are equipped with mechanical unit
injectors (MUI) and certified to federal
emissions standards. It does not apply
to engines certified to California
emissions standards. The impact of this
decision on transit operators is
discussed in more detail in the "Transit
Operator Requirements" section below.

The kit, described further below,
consists of base engine components
used on the 25% reduction kit certified
by DDC earlier, a catalytic exhaust
muffler supplied by Engine Control
Systems, Ltd. (ECS), and a TurboPac
supercharger system supplied by
Turbodyne Systems, Inc. that supplies
additional combustion air during
acceleration. The kit is available in three
horsepower (hp) ratings (253, 277, and
294 hp). The kit being certified by
Turbodyne is identical to the kit
certified by DDC earlier (63 FR 26798).

For retrofit with the Turbodyne kit, an
engine is rebuilt in accordance with
standard DDC rebuild procedures, using
specified engine components. This
component set essentially includes the
equipment certified by EPA to provide
a 25% particulate reduction on October
2, 1995, at 60 FR 51472. These
components are provided in two
separate sets of parts. The first set of
components is comprised of newly
manufactured parts, including a gasket
kit, air inlet hose, cylinder kits (piston
assemblies and cylinder liners) a by-
pass valve and a truck type throttle
delay. The second set of components
includes Reliablite™ remanufactured
parts, including the fuel injectors,
camshafts, blower assembly,
turbocharger, and head assemblies. Kit
usage is based on engine rotation
(righthand (RH) or lefthand (LH)),
engine orientation, right bank cam gear
mounting (bolt or nut), and engine
power output based on injector size.
The only difference from the previously
certified equipment is the inclusion of
a truck-style throttle delay, adjustment
of the throttle delay and injector timing
settings to improve driveability.
Additionally, the cylinder kit
components have been modified to
improve durability.