Additional Information

In order to receive notification of the issuance of the EA and to keep track of all formal issuances and submittals in specific dockets, the Commission offers a free service called eSubscription. Go to *www.ferc.gov/docs-filing/esubscription.asp.*

Dated: December 8, 2015.

Nathaniel J. Davis, Sr.,

Deputy Secretary.

[FR Doc. 2015–31392 Filed 12–11–15; 8:45 am]

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DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. EL16–13–000]

Emera Maine; Notice of Institution of Section 206 Proceeding and Refund Effective Date

On December 7, 2015, the Commission issued an order in Docket No. EL16–13–000, pursuant to section 206 of the Federal Power Act (FPA), 16 U.S.C. 824e (2012), instituting an investigation into the justness and reasonableness of Emera Maine's proposed revisions to its Open Access Transmission Tariff for Maine Public District. *Emera Maine,* 153 FERC ¶ 61,283 (2015).

The refund effective date in Docket No. EL16–13–000, established pursuant to section 206(b) of the FPA, will be the date of publication of this notice in the **Federal Register**.

Dated: December 8, 2015.

Nathaniel J. Davis, Sr.,

Deputy Secretary.

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ENVIRONMENTAL PROTECTION AGENCY

[EPA–R09–OAR–2015–0779; FRL–9940–06–Region 9]

Official Release of EMFAC2014 Motor Vehicle Emission Factor Model for Use in the State of California

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of availability.

SUMMARY: The Environmental Protection Agency (EPA) is approving and announcing the availability of the latest version of the California EMFAC (short for EMission FACtor) model for use in state implementation plan (SIP) development and transportation conformity in California. EMFAC2014 is the latest update to the EMFAC model for use by California state and local governments to meet Clean Air Act (CAA) requirements. The new model, which is based on new and improved data, calculates air pollution emissions factors for passenger cars, trucks, motorcycles, motor homes and buses. Today's notice also sets the date after which EMFAC2014, rather than EMFAC2011, must be used to satisfy the requirement that conformity determinations be based on the latest emissions model available. This requirement can be met by using the most current version of the motor vehicle emissions model approved by the EPA. Since the EMFAC model is used only in California, the EPA's approval and the announcement of the availability of the model does not affect the applicability of the Motor Vehicle Emissions Simulator (MOVES) model for users in other states.

DATES: The EPA's approval of the EMFAC2014 emissions model for SIP and conformity purposes is effective December 14, 2015. EMFAC2014 must be used as described in this Notice for all new regional emissions analyses and carbon monoxide (CO) and particulate matter (PM_{10} and $PM_{2.5}$) hot-spot analyses for transportation conformity purposes that are started on or after December 14, 2017.

FOR FURTHER INFORMATION CONTACT: Karina O'Connor, *oconnor.karina@epa.gov,* (775) 434–8176, Air Planning Office (AIR–2), Air Division, U.S. EPA, Region 9, 75 Hawthorne Street, San Francisco, California 94105–3901.

SUPPLEMENTARY INFORMATION: Copies of the official version of the EMFAC2014 model, including technical support documents, are available on the California Air Resources Board (CARB) Web site: *http://www.arb.ca.gov/msei/categories.htm#onroad_motor_vehicles.* Throughout this document, "we," "us" and "our" refer to EPA.

I. Background

A. What is the EMFAC model?

The EMFAC model is a computer model that can estimate emission rates for on-road mobile sources ("motor vehicles") for calendar years from 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons (HC), CO, nitrogen oxides (NO_X), PM_{10}, $PM_{2.5}$, lead, carbon dioxide (CO_2), and sulfur oxides are output from the model. Emissions are calculated for fifty-one different vehicle classes composed of passenger cars, various types of trucks and buses, motorcycles, and motor homes.

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, air district, air basin, county, or project level. EMFAC contains default vehicle activity data, and the option of modifying that data, so it can be used to estimate a motor vehicle emissions inventory in tons/day for a specific year, month, or season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel and speeds. Thus the model can be used to make decisions about air pollution policies and programs at the local or state level.

Inventories based on EMFAC are also used to meet the federal CAA's SIP and transportation conformity requirements. Transportation conformity is required under CAA section 176(c) to ensure that federally supported transportation plans, transportation improvement programs (TIPs), and highway and transit projects are consistent with ("conform to") the purpose of the SIP. Conformity to a SIP means that a transportation activity will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards (NAAQS) or interim milestones. The EPA's transportation conformity regulations (40 CFR parts 51.390 and 93) describe how federally funded and approved highway and transit projects meet these statutory requirements. EMFAC is used statewide in all regional emissions analyses and CO, PM_{10} and $PM_{2.5}$ hot-spot analyses for transportation conformity determinations in California.

B. What versions of EMFAC are currently in use in California?

Most SIPs in California were developed using EMFAC2011 (released by CARB in September 2011) or EMFAC2007 (released by CARB in October 2007). The EPA approved and announced the availability of EMFAC2011 on March 16, 2013 (78 FR 14533) and approved and announced the availability of EMFAC2007 on January 18, 2008 (73 FR 3464) for all nonattainment and maintenance areas in California.

EMFAC2011 was considered a major update to previous versions of EMFAC and most SIPs in California were updated with EMFAC2011 in the 2012–2014 timeframe. EMFAC2011 included a new model structure, new data and methodologies regarding calculation of motor vehicle emissions, and revisions to implementation data for control measures.