

and Major Investment Study (MIS) will be prepared for a proposed new location highway/tollway project in Travis and Williamson Counties, Texas.

**FOR FURTHER INFORMATION CONTACT:** Walter C. Waidelich, District Engineer, Federal Highway Administration, Room 850, Federal Building, 300 East 8th Street, Austin, Texas 78701. Stacey Benningfield, Texas Turnpike Authority Division, Texas Department of Transportation, 125 E. 11th Street, Austin, Texas 78701-2483.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Turnpike Authority Division (TTA) of the Texas Department of Transportation, will prepare a joint EIS/MIS for a proposed project to relieve traffic congestion in northern Travis and southern Williamson Counties, Texas.

The proposed action is to extend Loop 1 north from its current terminus at Farm-to-Market Road 734 (Parmer Lane). The proposed Loop 1 north extension would generally follow Farm-to-Market Road 1325 or one of three corridors on undeveloped land to the west of existing Farm-to-Market Road 1325. Ultimately, all alternatives intersect with the proposed State Highway 45. The length of the proposed Loop 1 extension is approximately 6.44 kilometers (4 miles) but will vary depending on the selected alternative.

Improvements to be considered in this project include constructing a roadway on new or existing locations and/or improving alternative transportation modes in the community. Ongoing regional high-occupancy vehicle (HOV) studies as well as the combination of a fixed guideway facility (light rail) and/or commuter rail facility will be considered for integration with the proposed Loop 1 project. Ultimate facility design is anticipated to be a four to six lane roadway. Frontage roads, overpasses and direct connection ramps will be constructed at varying locations, depending on the final alignment and design.

The MIS portion of the study will analyze the various mobility alternatives in the Loop 1 corridor as described above. Information on the costs, benefits and impacts of the alternatives will lead to decisions by FHWA, TTA, the Texas Department of Transportation and the Austin Transportation Study (the metropolitan planning organization for the Austin-area) on the design concept and scope of the investment. Major considerations in the EIS will include an analysis of the costs of the right-of-way, the numbers and types of relocations necessary, engineering constraints and limitations due to

topography, and potential environmental impacts involving land use, socioeconomic conditions, water resources, air quality, noise, traffic ecological/cultural resources and hazardous material sites. At the present stage of the planning process, no preferred alternative has been selected. In-depth studies will be conducted before and after a preferred alternative is chosen to avoid and/or minimize impacts to human, cultural and ecological resources. These studies will be coordinated through appropriate local, state and federal agencies.

As currently envisioned the proposed Loop 1 extension will be a controlled access toll road; thus, in conjunction with the EIS and selection of a preferred alternative, the TTA will conduct a toll feasibility study to evaluate the viability of developing the selected alternative as a toll road and financing it, in whole or part, through the issuance of revenue bonds. The toll road designation will not influence the selection of a preferred alternative. Proposed alternatives, including alternative alignments, will be evaluated for how well they meet the stated purpose and need for the proposed project. Any impacts owing to the toll road designation will be discussed in the environmental impact statement.

The draft EIS for the Loop 1 north extension will address a build alternative including multiple alternative alignments. Alternatives to the proposed action, which will also be discussed in the EIS, will include (1) taking no action, or the "no build" alternative, and (2) improving existing roadways in the project area.

Impacts caused by the construction and operation of the proposed Loop 1 extension will vary according to the alternative alignment utilized. Generally, impacts would include the following: transportation impacts (construction detours, construction traffic, and mobility improvement); air and noise impacts from construction and operation of the roadway; water quality impacts from construction activities and roadway stormwater runoff; impacts to waters of the United States, including wetlands, from right-of-way encroachment; and impacts to residences and businesses.

Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed interest in the proposal. A public meeting for the Loop 1 extension project was held on December 2, 1997, at Summitt Elementary School in Austin, Texas. At the meeting, public

comments on the proposed action and alternatives were requested.

In continuation of the scoping process for the proposed Loop 1 extension, an additional public meeting has been scheduled. The purpose of the meeting is to receive comments on the proposed project. The meeting will be held on Tuesday, October 27, 1998, at Summitt Elementary School, 12207 Brigadoon Lane, Austin, Texas. From 6:00 to 7:00 pm, displays showing the preliminary alternative corridors will be available for review. During this period, staff of the TTA will be available to answer questions. A formal presentation of the project will be made at 7:00 pm and will be followed by a public comment period. All interested persons are encouraged to attend the public meeting.

A public hearing will be held for the Loop 1 north extension project subsequent to publication of the Draft EIS. Public notice will be given of the time and place of the hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to proposed Loop 1 project are addressed and all significant issues identified, comments and suggestions are invited from all parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA or TTA at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

**Walter C. Waidelich,**

*District Engineer Austin, Texas.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Transfer of Federally Assisted Land or Facility

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of intent to transfer Federally assisted land or facility.

**SUMMARY:** 49 U.S.C. Section 5334(g), permits the Administrator of the Federal Transit Administration (FTA) to authorize a recipient of FTA funds to transfer land or a facility to a public body for any public purpose with no further obligation to the Federal

Government if, among other things, no Federal agency is interested in acquiring the asset for Federal use. Accordingly, FTA is issuing this Notice to advise Federal agencies that the Municipality of Dorado intends to transfer a Mini Publico Terminal, consisting of a two story building with parking on the first floor and a basketball court on the second floor. The facility is located at 202 North Street and Jesus T. Pinero Street, Dorado, Puerto Rico.

**DATES:** Any Federal agency interested in acquiring the land or facility must notify the FTA Region IV office of its interest by November 2, 1998.

**ADDRESSES:** Interested parties should notify the Regional Office by writing Ms. Susan E. Schruth, Regional Administrator, Federal Transit Administration, 61 Forsyth Street S.W., Suite 17T50, Atlanta, GA 30303-8917.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Brian A. Glenn, Program Manager, at 404/562-3519, or Ms. Pat Berkley, FTA Headquarters Office of Program Management at 202/366-6470.

**SUPPLEMENTARY INFORMATION:**

**Background**

49 U.S.C. Section 5334(g) provides guidance on the transfer of capital assets. Specifically, if a recipient of FTA assistance decides an asset acquired under this chapter at least in part with that assistance is no longer needed for the purpose for which it was acquired, the Secretary of Transportation may authorize the recipient to transfer the asset to a local governmental authority to be used for a public purpose with no further obligation to the Government. The Secretary may authorize a transfer for a public purpose other than mass transportation only if the Secretary decides:

**49 U.S.C. Section 5334(g) Determinations**

(A) The asset will remain in public use for not less than 5 years after the date of the transfer the asset is transferred;

(B) There is no purpose eligible for assistance under this chapter for which the asset should be used;

(C) The overall benefit of allowing the transfer is greater than the interest of the Government in liquidation and return of the financial interest of the Government in the asset, after considering fair market value and other factors; and

(D) Through an appropriate screening or survey process, that there is interest in acquiring the asset for Government use if the asset is a facility or land.

**Federal Interest in Acquiring Land or Facility**

This document implements the requirements of 49 U.S.C. Section 5334(g). Accordingly, FTA hereby provides notice of the availability of the land or facility further described below. Any Federal agency interested in acquiring the affected land or facility should promptly notify the FTA.

If no Federal agency is interested in acquiring the existing land or facility, FTA will make certain that the other requirements specified in 49 U.S.C. Section 5334(g)(1)(A) through (1)(D) are met before permitting the asset to be transferred.

**Additional Description of Land or Facility**

The twelve-year-old facility is a two story concrete structure with concrete block, steel and reinforced concrete columns and steel beams with a galvanized roof. The first floor has parking bays for 16 vehicles, with a coffee shop, two restrooms, storage area and a covered common area. The second floor has a basketball court, two restrooms and a storage area.

Issued on September 29, 1998.

**Susan E. Schruth,**  
*Regional Administrator.*

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**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

[Docket No. NHTSA-98-4453]

**Dorsey Trailers, Inc., Receipt of Application for Decision of Inconsequential Noncompliance**

Dorsey Trailers, Inc. (Dorsey), a manufacturer of trailers, is a corporation organized under the laws of the State of Delaware with headquarters in Atlanta, Georgia and manufacturing facilities in Elba, Alabama; Cartersville, Georgia; and Dillon, South Carolina. Dorsey has determined that its tire and rim label information, on some units, was not in full compliance with 49 CFR 571.120, Federal Motor Vehicle Safety Standard (FMVSS) No. 120, "Tire Selection and Rims for Vehicles Other Than Passenger Cars," and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." Dorsey has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that

the noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

Paragraph S5.3 of FMVSS No. 120 states that each vehicle shall show the information specified on the tire information level in both English and metric units. The standard also shows an example of the prescribed format.

Since the law went into effect on March 14, 1996, Dorsey manufactured and/or distributed 18,816 trailers that do not meet the requirements stated in the standard. Of these 18,816 units, 16,788 were produced in Elba between March 14, 1996 and August 27, 1998; 1,713 units were produced in Cartersville between March 14, 1996 and October 31, 1997; and 315 were produced in Dillon between July 1, 1996 and December 9, 1997. The certification label affixed to Dorsey's trailers pursuant to Part 567 failed to comply with S5.3 of FMVSS No. 120 because of the omission of metric measurements, and Dorsey did not separately provide the metric measurements on another label, an alternative allowed by FMVSS No. 120. The use of metric measurements is required by FMVSS No. 120, pursuant to Federal Motor Vehicle Safety Standards: Metric Conversion, 50 FR 13639, published on March 14, 1995, and effective on March 14, 1996.

Dorsey supports its application for inconsequential noncompliance with the following statements:

1. The certification label contains the correct English unit information and has headings for the required metric data with voids in the area of the required data;

2. The omission of the metric data from Dorsey's 49 CFR 571.120 and 49 CFR 567 certification label is highly unlikely to have any effect whatsoever on motor vehicle safety since the correct English units are included on the label and since the nonconforming vehicles will probably be out of service before the American general public ceases to be familiar with the English system of measurement;

3. The metric requirements of 49 CFR 571.120 S5.3 were not mandated for safety reasons and, the second regulation governing certification label data, 49 CFR 567, has not yet been changed to require that metric data be shown and still states that GVWR and GAWR data be stated in pounds;

4. Each Dorsey manufacturing facility has now begun to provide all the