

- Potential removal and/or relocation of hangar and airfreight facilities to support the runway configuration.

- Reconstruction of ancillary support facilities such as drainage facilities, utilities and seawalls, etc to support the runway reconfiguration.

- Potential borrow site for fill material.

- Mitigation projects, as required, for the runway reconfiguration and associated actions.

PUBLIC SCOPING MEETINGS: The FAA will hold three (3) public and one (1) governmental agency scoping meetings to solicit input from the public and various Federal, state and local agencies to ensure that the full range of issues related to the proposed project are addressed and all major and/or substantial issues are identified. The first public scoping meeting will be held on Wednesday, August 4, 1999, from 7 p.m. to 10 p.m. at the South San Francisco Conference Center, 225 South Airport Boulevard, South San Francisco, California. The second public scoping meeting will be held on Saturday, August 7, 1999, from 12 p.m. to 4 p.m. at the San Mateo City Council Chambers, 300 West 20th Avenue, San Mateo, California. The third public scoping meeting will be held on Tuesday, August 10, 1999, from 7 p.m. to 10 p.m. at the City of San Francisco Board of Supervisors' Legislative Chamber, Room 250 at City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco, California. A scoping meeting will be held specifically for governmental and public agencies on Tuesday, August 10, 1999, from 1 p.m. to 3 p.m. In the City of San Francisco Board of Supervisors' Legislative Chamber, Room 250 at City Hall, for those agencies which have jurisdiction or special expertise on any environmental issue that should be addressed in the EIS being prepared for the project.

Comments and Suggestions: Written comments and suggestions concerning the scope of the EIS may be mailed to the FAA informational contact listed above and must be received no later than September 9, 1999.

Issued in Hawthorne, California on June 24, 1999.

Herman C. Bliss,

*Manager, Airports Division, AWP-600,
Western-Pacific Region.*

[FR Doc. 99-16756 Filed 6-30-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Streamlining; Notice of Availability of Information

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of available information.

SUMMARY: The FHWA is announcing the availability of information about environmental streamlining efforts under section 1309 of the Transportation Equity Act for the 21st Century (TEA-21).

FOR FURTHER INFORMATION CONTACT: Ms. Lucy Garliauskas, Office of NEPA Facilitation, HENP, (202)366-2068, or Ms. Virginia I. Cherwek, Office of the Chief Counsel, HCC-31, (202)366-1372, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590; e-mail:

lucy.garliauskas@fhwa.dot.gov.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of the Federal Register's home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

Background

The environmental provisions of TEA-21, Pub. L. 105-178, 112 Stat. 107, 232, reflect Congress' reaction to concerns expressed about delays, unnecessary duplication of effort, and added costs often associated with the current process for reviewing and approving transportation projects. At the same time, the Congress did not change any environmental laws. Therefore, the FHWA concludes that the Congress intended no reduction in environmental protection. The chief objective of section 1309 of TEA-21, Environmental Streamlining, is to focus efforts on better, earlier, and more timely coordination among Federal, State, and local agencies.

The FHWA is currently in the process of identifying and defining ways to improve and streamline the environmental review processes for the development of highway projects consistent with continued environmental protection. These efforts may include:

(a) Entering into a national Memorandum of Understanding with

other Federal agencies who are responsible for reviewing environmental documents prepared under the National Environmental Policy Act of 1969, Pub. L. 91-190, 83 Stat. 852, as amended, for a highway construction or transit project, or who issue a permit, license, and opinion relating to the project;

(b) Recognizing successful efforts, promoting creative solutions at State and local levels, building upon successful practices;

(c) Encouraging field organizations to pursue partnering opportunities and programmatic agreements for site specific or project specific (pilot) efforts;

(d) Developing national dispute resolution procedures; and

(e) Identifying ways to develop performance measures and to benchmark techniques assessing the effectiveness of the project development processes and practices.

The FHWA is also considering revisions to its Environmental Impact and Related Procedures regulations. Any proposed revisions will be published separately in the **Federal Register** for public comment.

Updates on the FHWA's activities, documents, and streamlining initiatives are available to the public. Additionally, information on future meetings and conference calls will be located on the FHWA Office of Planning and Environment's website: <http://www.fhwa.dot.gov/environment/index.htm>.

Authority: 23 U.S.C. 315; sec. 1309, Pub. L. 105-178, 112 Stat. 107, 232; and 49 CFR 1.48.

Issued on: June 24, 1999.

Kenneth R. Wykle,

Administrator.

[FR Doc. 99-16827 Filed 6-30-99; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA-99-5057]

Fatigue Reducing Technologies

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Request for information.

SUMMARY: In accordance with section 4021(a) of the Transportation Equity Act for the 21st Century (TEA-21), the FHWA seeks information about technologies that may reduce commercial motor vehicle (CMV) driver fatigue, while also lowering CMV emissions and reducing fuel consumption. The FHWA believes that many such technologies may exist in

various stages of development and would like to obtain more information about them.

DATES: The FHWA must receive your submission of information on potential technologies on or before August 30, 1999.

ADDRESSES: All information should refer to the docket number that appears in the heading of this document. Submit it to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All submissions will be available for examination at the above address between 10 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays. If you desire notification of receipt of your submission of information, include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Mr. Albert Alvarez, Office of Motor Carrier Research & Standards, HMCS-20, (202) 366-4706, or Mr. Charles Medalen, Office of Chief Counsel, HCC-20, (202) 366-1354, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC. 20590-0001. Office hours are from 8 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

Internet users can access all comments by using the DOT's Dockets Management System (DMS) at <http://dms.dot.gov>. The DMS is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help.

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1662. Internet users may reach the **Federal Register's** home page at <http://www.nara.gov/fedreg> and the Government Printing Office's database at <http://www.access.gpo.gov/nara>.

Background

Section 4021 of TEA-21 (Pub. L. 105-178) requires the Secretary of Transportation to encourage the research, development, and demonstration of technologies that may aid in reducing commercial motor vehicle (CMV) operators' fatigue. In implementing Section 4021, the Secretary must take into account the degree to which the fatigue-reducing technology: will be cost-efficient; can be used effectively under diverse climactic conditions; and will further emission

reductions, conserve energy, and support other transportation goals.

The FHWA has received information about a few private initiatives that appear to reduce fatigue while meeting varied climactic demands, conserving energy, and reducing emissions. However, as far as the FHWA is aware, the relative benefits and costs of these technologies (e.g., in terms of fuel consumption, definable level of emissions reductions, developmental cost, and operating cost) have not been subjected to a rigorous assessment. Moreover, other viable products may be planned or under development that the FHWA should include in any general assessment.

Consequently, the FHWA is interested in obtaining as much information as possible about a variety of emerging technologies, and requests that all interested parties provide the agency with information about specific technologies that appear to satisfy the intent of section 4021.

The FHWA will use the information that it collects to help it determine research priorities and funding needs. The FHWA also will use the information to determine whether Federal support of initial engineering and cost-benefit evaluations of the described technologies would be appropriate to answer questions about their performance. Analyzing performance will help determine potential benefits, as well as cost or design obstacles that might lessen acceptance. This cost-benefit analysis would be essential before the FHWA could make any further public investment in research to determine how well any specific technology mitigates fatigue.

Response Requirements

The FHWA asks that respondents provide the following information, at a minimum:

1. A general description of the technology itself, identifying, for example, its chemical, mechanical, and electronic components and configuration;
2. A brief description of the developmental history;
3. A summary of the technology's current or intended use(s);
4. The energy source(s) used, or to be used. In particular, whether it would, in a commercial motor vehicle environment, rely upon existing sources (e.g., on-vehicle fuel or battery power) or some additional/external source of energy;
5. A description of its status (i.e., initial design stage, available prototype,

pilot application/testing in an industry or transportation environment);

6. If appropriate, its current domestic or foreign application, either in transportation or some other industrial capacity;

7. Its potential for use and maintainability in a mobile CMV environment (assuming the technology is not now specifically designed for, or being used on CMVs);

8. Information about its public and private sector sponsor(s); and

9. The estimated cost of the technology.

In addition to the specific questions listed above, commenters are encouraged to discuss any other issues they believe are relevant to the assessment of technologies described in this Notice. The FHWA requests that commenters avoid submitting proprietary or confidential information.

Subsequent Evaluations

Once the FHWA has completed its review of all the submissions, the agency will publish a summary report on the characteristics, status and future developmental needs of the technologies described by individual respondents to this Notice. The FHWA also will discuss in its report the agency's determination of any need for additional evaluations or tests, based on the nature and number of individual technologies described in the submissions. The FHWA hopes to devote research dollars in FY 2000 to these additional evaluations or tests, as determined appropriate, subject to the availability of funds.

Authority: 23 U.S.C. 315; 49 CFR 1.48; Sec. 4021(a) of Pub. L. 105-178.

Issued on: June 23, 1999.

Kenneth R. Wykle,

Federal Highway Administrator.

[FR Doc. 99-16758 Filed 6-30-99; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 99-5476; Notice 2]

Electric Vehicles International; Grant of Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 121

We are granting the application by Electric Vehicles International LLC ("EVI") of Anderson, Indiana, to be exempted from portions of Federal Motor Vehicle Safety Standard No. 121, *Air Brake Systems*. The statutory basis