

implications. Impacts will be identified both for the construction period and for the long-term operation of the alternatives. The primary evaluation of the alternatives will focus on the extent to which an alternative meets or promotes the project purpose and need. In addition, FTA's national evaluation criteria include: transportation; environmental; social, economic, and financial measures as required by current federal (NEPA) and state environmental laws and by Council on Environmental Quality (CEQ) and FTA guidelines.

The TSM and LRT alternatives are expected to increase ridership, and therefore may improve air quality and reduce automobile traffic congestion in the South Central Corridor. Possible adverse effects of these alternatives include localized traffic congestion or delay, property acquisition/displacement, visual, noise/vibration, wetlands, natural resources, hazardous materials, and temporary construction-phase impacts. Mitigating measures will be explored for identified adverse effects.

## V. Scoping

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Letters describing the proposed action and soliciting comments were sent to the appropriate federal, state and local agencies, and to private organizations and citizens who have expressed or are known to have interest in this proposal. Copies of the scoping package are available from TARC upon request by calling, emailing, or writing Nina Walfoort as provided above in the **ADDRESSES** section. During scoping, comments should focus on identifying specific social, economic, or environmental impacts to be evaluated, and suggesting alternatives that are less costly or less environmentally damaging that achieve similar transit objectives. Comments should focus on the issues and alternatives for analysis, and not on a preference for a particular alternative. Comments or questions concerning this proposed action and the EIS may be made at the public scoping meeting or in writing directed to TARC at the address provided above. Written comments must be postmarked no later than December 29, 2000.

## VI. FTA Procedures

In accordance with Federal transportation planning regulations and environmental procedures (40 CFR Part 1500-1508 and 23 CFR Part 771), the

Draft EIS will be prepared and circulated to solicit public and agency comments on the proposed action. Based on the comments received on the Draft EIS, TARC will prepare the Final EIS. Opportunity for public comment will be provided throughout this project development process.

Issued on: October 18, 2000.

**Jerry Franklin,**

*Region IV Administrator.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket NHTSA-99-5087]

### Safety Performance Standards Program Meeting

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of NHTSA Rulemaking Status Meeting.

**SUMMARY:** This notice announces a public meeting at which NHTSA will answer questions from the public and the automobile industry regarding the agency's vehicle regulatory program.

**DATES:** The Agency's regular, quarterly public meeting relating to its vehicle regulatory program will be held on Thursday, December 14, 2000, beginning at 9:45 a.m. and ending at approximately 12:00 p.m. at the Best Western Gateway International Hotel in Romulus, Michigan, telephone number 734-728-2800. Questions relating to the vehicle regulatory program must be submitted in writing with a diskette (WordPerfect) by Tuesday, November 14, 2000, to the address shown below or by e-mail. If sufficient time is available, questions received after November 14, may be answered at the meeting. The individual, group or company submitting a question(s) does not have to be present for the question(s) to be answered. A consolidated list of the questions submitted by November 14, 2000 and the issues to be discussed, will be posted on NHTSA's web site ([www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)) by Monday, December 11, 2000, and also will be available at the meeting. The agency will hold a second public meeting on December 14, devoted exclusively to a presentation of research and development programs. This meeting will begin at 1:30 p.m. and end at approximately 5:00 p.m. This meeting is described more fully in a separate announcement.

**ADDRESSES:** Questions for the December 14, NHTSA Rulemaking Status Meeting, relating to the agency's vehicle regulatory program, should be submitted to Delia Lopez, NPS-01, National Highway Traffic Safety Administration, Room 5401, 400 Seventh Street, SW., Washington, DC 20590, Fax Number 202-366-4329, e-mail [dlopez@nhtsa.dot.gov](mailto:dlopez@nhtsa.dot.gov). The meeting will be held at the Best Western Gateway International Hotel, Romulus, Michigan 48174, telephone number 734-728-2800.

### FOR FURTHER INFORMATION CONTACT:

Delia Lopez, (202) 366-1810.

**SUPPLEMENTARY INFORMATION:** NHTSA holds a regular, quarterly meeting to answer questions from the public and the regulated industries regarding the agency's vehicle regulatory program. Questions on aspects of the agency's research and development activities that relate directly to ongoing regulatory actions should be submitted, as in the past, to the agency's Safety Performance Standards Office. The purpose of this meeting is to focus on those phases of NHTSA activities which are technical, interpretative or procedural in nature. Transcripts of these meetings will be available for public inspection in the DOT Docket in Washington, DC, within four weeks after the meeting. Copies of the transcript will then be available at ten cents a page, (length has varied from 80 to 150 pages) upon request to DOT Docket, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. The DOT Docket is open to the public from 10:00 a.m. to 5:00 p.m. The transcript may also be accessed electronically at <http://dms.dot.gov>, at docket NHTSA-99-5087. Questions to be answered at the quarterly meeting should be organized by categories to help us process the questions into an agenda form more efficiently. Sample format:

### I. Rulemaking

- A. Crash avoidance
- B. Crashworthiness
- C. Other Rulemakings

### II. Consumer Information

### III. Miscellaneous

NHTSA will provide auxiliary aids to participants as necessary. Any person desiring assistance of "auxiliary aids" (e.g., sign-language interpreter, telecommunications devices for deaf persons (TDDs), readers, taped texts, brailled materials, or large print materials and/or a magnifying device), please contact Delia Lopez on (202) 366-1810, by COB Monday, December 11, 2000.

*Review*

We are in the process of reviewing NHTSA's quarterly meetings. Please take a moment and fill out the survey posted on NHTSA's web site ([www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)). Our goal is to ensure that these meetings best serve the needs of the interested public. The preliminary results and your suggestions will be discussed at the December 14, 2000 quarterly meeting.

Issued: October 17, 2000.

**Stephen R. Kratzke,**

*Associate Administrator for Safety Performance Standards.*

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## DEPARTMENT OF TRANSPORTATION

### Research and Special Programs Administration

[Docket No. RSPA-00-7283; Notice No. 00-13]

### Safety Advisory: Unauthorized Marking of Compressed Gas Cylinders

**AGENCY:** Research and Special Programs Administration (RSPA), Department of Transportation (DOT).

**ACTION:** Safety Advisory Notice.

**SUMMARY:** This is to notify the public that RSPA is investigating the unauthorized marking of high-pressure compressed gas cylinders by Eddma Corporation (EC) d/b/a Fire Services. At the time the cylinders were marked, EC was located at 1565 Diamond Springs Road, Virginia Beach, VA 23455. RSPA has determined that EC has marked an undetermined number of cylinders indicating they had been properly retested in accordance with the

Hazardous Materials Regulations (HMR) without hydrostatically retesting the cylinders.

A hydrostatic retest and visual inspection of a cylinder, conducted in accordance with the Hazardous Materials Regulations (HMR), verifies the structural integrity of each cylinder. Failure to perform the hydrostatic retest and visual inspection in accordance with the HMR can result in a cylinder with compromised structural integrity being returned to service instead of condemned. Serious personal injury, death, and property damage could result from rupture of a cylinder. Cylinders that have not been retested in accordance with the HMR may not be charged or filled with a hazardous material (compressed gas).

**FOR FURTHER INFORMATION CONTACT:**

Anthony Lima, Hazardous Materials Enforcement Specialist, Eastern Region, Office of Hazardous Materials Enforcement, Research and Special Programs Administration, US Department of Transportation, 820 Bear Tavern Rd., Suite 306, West Trenton, NJ 08628. Telephone: (609) 989-2256, Fax: (609) 989-2277.

**SUPPLEMENTARY INFORMATION:** Through the inspection of EC, it was determined that EC had marked an undetermined number of cylinders as having been properly retested in accordance with the HMR without retesting the cylinders as required. Specifically, the inspector determined that EC's retest equipment was obstructed by cylinders, tools, equipment and parts, so that accessibility to the equipment was hampered. In addition, there were other indications that EC had not recently operated its retest equipment. During the inspection, EC was unable to calibrate their test equipment. RSPA has

determined that EC was not capable of hydrostatically retesting cylinders between June 1996 and July 1998. RSPA cannot determine the number of cylinders that EC marked without retesting because EC did not keep records.

The cylinders in question were stamped with EC's RIN, "A307". The markings appear in the following pattern:

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      A 3
    M   Y
      7 0
  
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Where A307 is EC's RIN, M is the month of the retest (e.g., 05) and Y is the year of the retest (e.g., 98). Filled cylinders (if filled with an atmospheric gas) described in this safety advisory should be vented or otherwise properly and safely evacuated and purged, and taken to a DOT-authorized cylinder retest facility for visual reinspection and retest to determine if they qualify for continued use in accordance with the HMR. Anyone who has a cylinder that is marked with RIN A307 and dated between June 1996 and July 1998 should consider the cylinder unsafe and not charge it with a hazardous material (compressed gas) unless first properly retested by a DOT-authorized retest facility. Under no circumstances should a cylinder described in this safety advisory be filled, refilled or used for any purpose other than scrap, until it is reinspected and retested by a DOT-authorized retest facility.

Issued in Washington, D.C. on October 18, 2000.

**John J. O'Connell, Jr.,**

*Acting Deputy Associate Administrator for Hazardous Materials Safety.*

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