

SUPPLEMENTARY INFORMATION: Notice of these meetings is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2.

Agenda of Meetings

The agenda includes the following:

(1) Presentation of each subcommittee member's work thus far and plans for the future.

(2) Review and discussion of the work completed by each member.

(3) Discussion of joint facility/vessel opportunities for improvements to the VCS program. After meeting together, the subcommittee members will form into two work groups to discuss in detail their assigned tasks. The two groups are Facility VCS work group and Vessel VCS work group.

Procedural

These meetings are open to the public. At the Subcommittee Chairperson's discretion, members of the public may make oral presentations during the meetings. Persons wishing to make oral presentations at the meetings should notify Mr. Book no later than June 12, 1997. Written material for distribution at the meetings should reach the Coast Guard no later than June 12, 1997. If a person submitting material would like a copy distributed to each member of the subcommittee in advance of the meetings, that person should submit 25 copies to Mr. Book no later than June 12, 1997.

Information on Services for the Disabled

For information on facilities or services for the disabled or to request special assistance at the meetings, contact Lieutenant Plunkett as soon as possible.

Dated: June 9, 1997.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 97-15538 Filed 6-12-97; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration (FHWA)

Availability of Implementation Guidelines

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: The FHWA has published implementation guidelines on how to set up an alcohol and drug testing

program. This notice provides the public with the address and telephone number where these guidelines may be obtained. The FHWA urges motor carriers to obtain these guidelines to ensure they have set their programs to be in compliance with the FHWA's rules and guidance.

FOR FURTHER INFORMATION CONTACT:

Order Desk, National Technical Information Service, U.S. Department of Commerce, 5285 Port Royal Road, Springfield, VA 22161; telephone (703) 487-4650, or Neill Thomas, Office of Motor Carrier Research and Standards, FHWA, (202) 366-1790.

SUPPLEMENTARY INFORMATION:

Implementation Guidelines

In response to passage of the Omnibus Transportation Employee Testing Act of 1991, the FHWA has published regulations prohibiting controlled substances use and alcohol misuse and modified other current regulations. The regulations at 49 CFR part 382, "Controlled Substances and Alcohol Use and Testing," replaced 49 CFR part 391, subpart H, "Controlled Substances Testing." In addition, the Department of Transportation (DOT) has issued 49 CFR part 40, "Procedures for Transportation Workplace Drug and Alcohol Testing Programs," which prescribes testing methods to be followed.

The FHWA has developed the implementation guidelines to assist motor carriers in implementing the regulations. The ultimate goal of the regulations, for the FHWA and the motor carrier industry, is to achieve a controlled substances-and alcohol-free work force in the interest of the health and safety of employers, drivers, and the public.

These implementation guidelines are the FHWA's "small entity compliance guide." The guidelines were called for by the Contract With America Advancement Act of 1996 (Pub. L. 104-121, Title III, Subtitle A, March 29, 1996). As allowed by this Act, the content of this small entity compliance guide may be considered, upon judicial review, as evidence in support of the reasonableness or appropriateness of any proposed fines, penalties, or damages of an FHWA civil or administrative action.

These guidelines are written as if a motor carrier has no controlled substances and/or alcohol testing program already in place. It provides a logical sequence for implementing the various elements of a successful program and contains examples of documents, checklists, forms, and procedures that may be used by

individual motor carriers in formulating their programs. The required elements of a controlled substances use and alcohol misuse program discussed in the guidelines are: (1) Policy and procedure development; (2) Driver education and supervisor training; (3) Urine specimen collection and testing; (4) Breath and saliva sample collection and testing; and (5) Recordkeeping and reporting.

The guidelines may be purchased through the National Technical Information Service (NTIS), U.S. Department of Commerce, 5285 Port Royal Road, Springfield, VA 22161; telephone (703) 487-4650. The NTIS has assigned order No. *PB 96-197926* to the publication. Initial prices are: Hard copy—price code A16—\$49.00; Microfiche—price code A03—\$19.50.

Authority: 23 U.S.C. 315 and 49 CFR 1.48.

Issued on: June 4, 1997.

Jane Garvey,

Acting Administrator, Federal Highway Administration.

[FR Doc. 97-15542 Filed 6-12-97; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Virginia Beach, Virginia

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Cancellation of the notice of intent.

SUMMARY: This notice rescinds the previous Notice of Intent issued on August 6, 1992, to prepare an environmental impact statement on a proposal to construct Ferrell Parkway, a proposed multi-lane, controlled access, urban arterial, from near the intersection of General Booth Boulevard and Princess Anne Road to the intersection of Sandfiddler Road and Sandbridge Road.

FOR FURTHER INFORMATION CONTACT:

Mr. J. Bruce Turner, Transportation Planner, Federal Highway Administration, 1504 Santa Rosa Road, Suite 205, Richmond, Virginia 23229, Telephone (804) 281-5111.

SUPPLEMENTARY INFORMATION: The FHWA, in conjunction with the Virginia Department of Transportation and the City of Virginia Beach, has determined that this proposal will not be pursued at this time.

(Authority: 23 U.S.C. 315; 49 CFR 1.48.)

Issued on: June 3, 1997.

J. Bruce Turner,

Transportation Planner, Richmond, Virginia.
[FR Doc. 97-15494 Filed 6-12-97; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Weather Information for Surface Transportation; Request for Participation

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice; request for participation.

SUMMARY: The U.S. Department of Transportation (USDOT) supports the continuing development of an Intelligent Transportation System (ITS) in rural areas, as defined in the Advanced Rural Transportation Systems (ARTS) program, and as contained in section 6051-6059 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) Public Law 102-240, 105 Stat. 1914 (1991), as amended. This Request for Participation (RFP) focuses on the development of a system that meets highway operators' and users' needs for clear and accurate weather and road condition information. Such a system will cut across all of the Critical Program Areas (CPA) of the ARTS Strategic Plan, since all operators and users have a need for this type of information. Proposals are solicited from public/private partnerships to design, develop and evaluate an integrated system that meets these needs, especially in a rural environment. Proposals will be assessed on their technical and financial merit, and the funding will be provided through one cooperative agreement between the Federal Highway Administration (FHWA) and a State DOT.

DATES: Proposals must be received by 4 p.m., e.t., on August 1, 1997.

ADDRESSES: Proposals should be submitted directly to Mr. Paul Pisano, Federal Highway Administration, HSR-30, 6300 Georgetown Pike, McLean, Virginia 22101-2296.

FOR FURTHER INFORMATION CONTACT: Mr. Paul Pisano, FHWA, Office of Safety and Traffic Operations R&D, (703) 285-2498 at the address above; or Mr. Raymond Resendes, ITS Joint Program Office, (202) 366-2182; or Mr. Robert Robel, FHWA, Office of Acquisition Management, (202) 366-4227; or Ms. Beverly Russell, FHWA, Office of the Chief Counsel (202) 366-1355, Department of Transportation, 400

Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Copies of the ARTS Strategic Plan, which describes the program goals and the CPAs are available from ITS America, 400 Virginia Avenue, SW., Suite 800, Washington, D.C. 20024, telephone (202) 484-4847. Electronic copies are available on the ITS America Internet Home Page, <http://www.itsa.org>.

I. Introduction

Subpart B of title VI (secs. 6051-6059) of the ISTEA provides for the Intelligent Transportation Systems Act of 1991 which authorizes the Secretary of Transportation to establish a program to research, develop, and operationally test "intelligent transportation systems" (ITS)—that is, the development or application of electronics, communications, or information processing to improve the efficiency and safety of surface transportation systems. Surface transportation weather information is vital to highway operators and users for making decisions about snow and ice control, traffic management, hazardous driving condition warnings, travel planning, and other activities. Progress has been made in developing weather information systems for snow and ice control. This progress is to be extended to other applications, by augmenting the existing Road Weather Information System (RWIS) and incorporating weather information into the developing ITS architecture. The quality of weather information affects costs of road operation and travel, as well as travel safety and security. These effects are particularly important in rural environments, as indicated in previous rural transportation needs assessments.

A weather information system begins with observational data of atmospheric, surface and subsurface conditions. These data may be used directly for weather-related decisions in highway operating and travel activities, but generally the data are assimilated into fused and filtered datasets, that may serve as "nowcasts" or enter into forecasting models. The weather data, and related decisions, exist at particular scale ranges, referred to as micro-, meso-, synoptic, and climatic-scale. The synoptic scale (horizon of days, large area resolution) is generally what is available to the public now; however, critical decisionmaking for highway use and operation requires information improvements generally in the meso-scale (hour and sub-hour horizons,

down to kilometers of resolution), as well as in existing conditions (e.g., nowcasts). Observed and predicted data are analyzed to produce weather condition indicators of interest to decision makers. Weather information, at whatever stage of processing, is packaged in forms suitable for end-user applications, and disseminated to them by various communications links.

The weather information of interest to highway operators and travelers includes both atmospheric and road surface condition information. Atmospheric conditions of visibility, wind and precipitation are relevant, and must be combined with road surface conditions—especially snow, ice and water coverage—to complete the weather information package. This package can then be formatted and disseminated for use by applications for: maintenance personnel, emergency medical service (EMS) operators, emergency management personnel (e.g., during evacuations), school bus operators, transit operators, commercial vehicle operators, traffic managers and travelers.

The existing components for producing and disseminating weather information can be combined with newly developed components to form an integrated weather information system. This system must make maximum use of existing and standardized data, forecasts and products. Collecting data and operating forecast models are expensive for specialized users, and most users depend on the forecasts and datasets of the National Weather Service (NWS) under the National Oceanic and Atmospheric Administration (NOAA). Weather-related decisionmaking can be improved by matching the nature of the decisions to local or specialized data collection, and to specialized analysis, packaging and dissemination of weather information from existing assimilated or forecast data.

The usefulness of weather information is maximized, and its cost minimized, by the sharing of information. This requires standards for data formats and products. The NWS is dominant in affecting standards for dissemination of observational data and forecasts. The National ITS Architecture, primarily via National Transportation Communications Interface Protocol (NTCIP) activities, is establishing standards for transportation weather information systems. An important issue is how improvements in integration of information systems will merge with and comply with these standards and existing systems such as the RWIS.