

SUMMARY: The FHWA is issuing this notice to advise the public that we have suspended preparation of an environmental impact statement for a proposed transportation improvement project in Albuquerque, Bernalillo County, New Mexico.

FOR FURTHER INFORMATION CONTACT: Gregory D. Rawlings, Environmental Specialist, Federal Highway Administration, 604 W. San Mateo Road., Santa Fe, New Mexico 87505, Telephone: (505) 820-2027.

SUPPLEMENTARY INFORMATION:

Electronic Access

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Background

On September 20, 1996, at FR 49521, the FHWA issued a notice of intent that an environmental impact statement would be prepared for proposed improvements to the Interstate 25/ Interstate 40 (Big I) Interchange in Albuquerque, Bernalillo County, New Mexico. The Draft environmental impact statement (DEIS) was circulated for review and comment on April 27, 1998. The document stated that no significant impact had been identified during document preparation. The document also stated that if no substantive indication of significant impacts were identified during document review by the public and agencies, that a finding of no significant impact (FONSI) would be issued. No significant impacts were identified and the FHWA, in cooperation with the New Mexico State Highway and Transportation Department, issued a FONSI on December 10, 1998.

Comments or questions concerning this action and the EIS should be directed to the FHWA at the address provide above.
(Catalogue of Federal Domestic Assistance Program Assistance Program Number 20.205, Highway Research, Planning and construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities and 23 U.S.C. 315; 49 CFR 1.48 apply to this program.)

Issued on: December 17, 1998.

Gregory D. Rawlings,
Environmental Specialist, Santa Fe, New Mexico.
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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. RSAC-96-1, Notice No. 14]

Railroad Safety Advisory Committee ("RSAC"); Working Group Activity Update

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Announcement of Railroad Safety Advisory Committee (RSAC) Working Group Activities.

SUMMARY: FRA is updating its announcement of RSAC's working group activities to reflect the current status of working group activities.

FOR FURTHER INFORMATION CONTACT: Vicky McCully, RSAC Coordinator, FRA, 400 7th Street, SW., Washington, DC 20590, (202) 493-6305 or Grady Cothen, Deputy Associate Administrator for Safety Standards Program Development, FRA, 400 7th Street, SW., Stop 25, Washington, DC 20590, (202) 493-6302.

SUPPLEMENTARY INFORMATION: this notice serves to update FRA's last announcement of working group activities and status reports on August 20, 1998 (63 FR 44669). The ninth full Committee meeting was held September 9, 1998. The next meeting of the full Committee is scheduled for January 28, 1999.

Since its first meeting in April of 1996, the RSAC has accepted fifteen tasks. Status for each of the tasks is provided below:

Task 96-1—Revising the Freight Power Brake Regulations. This Task was formally withdrawn from the RSAC on June 24, 1997.

Task 96-2—Reviewing and recommending revisions to the Track Safety Standards (49 CFR Part 213). This task was accepted April 2, 1996, and a Working Group was established. Consensus was reached on recommended revisions and an NPRM incorporating these recommendations was published in the **Federal Register** on July 3, 1997 (62 FR 36138). The final rule was published in the **Federal Register** on June 22, 1998 (63 FR 33991). The effective date of the rule is September 21, 1998. Contact: Al MacDowell (202) 493-6206.

Task 96-3—Reviewing and recommending revisions to the Radio Standards and Procedures (49 CFR Part 220). This Task was accepted on April 2, 1996, and a Working Group was established. Consensus was reached on recommended revisions and an NPRM incorporating these recommendations published in the **Federal Register** on June 26, 1997 (62 FR 34544). The final rule was published on September 4, 1998 (63 FR 47182) and becomes effective on January 2, 1999. Contact: Gene Cox (202) 493-6319.

Task 96-4—Reviewing the appropriateness of the agency's current policy regarding the applicability of existing and proposed regulations to tourist, excursion, scenic, and historic railroads. This Task was accepted on April 2, 1996, and a Working Group was established. The Working Group is monitoring the steam locomotive regulations task. Contact: Grady Cothen (202) 493-6302.

Task 96-5—Reviewing and recommending revisions to Steam Locomotive Inspection Standards (49 CFR Part 230). This Task was assigned to the Tourist and Historic Working Group on July 24, 1996. Consensus was reached and an NPRM was published on September 25, 1998 (63 FR 51404). Contact: George Scerbo (202) 493-6349.

Task 96-6—Reviewing and recommending revisions to miscellaneous aspects of the regulations addressing Locomotive Engineer Certification (49 CFR Part 240). This Task was accepted on October 31, 1996, and a Working Group was established. Consensus was reached and an NPRM was published on September 22, 1998. Contact: John Conklin (202) 493-6318.

Task 96-7—Developing On-Track Equipment Safety Standards. This task was assigned to the existing Track Standards Working Group on October 31, 1996, and a Task Force was established. The Task Force is finalizing a draft proposed rule. Contact: Al MacDowell (202) 493-6236.

Task 96-8—This Planning Task evaluated the need for action responsive to recommendations contained in a report to Congress entitled, Locomotive Crashworthiness & Working Conditions. This Task was accepted on October 31, 1996. A Planning Group was formed and reviewed the report, grouping issues into categories.

Task 97-1—Developing crashworthiness specifications to promote the integrity of the locomotive cab in accidents resulting from collisions. This Task was accepted on June 24, 1997. A Task Force on engineering issues established by the Working Group on Locomotive

Crashworthiness has been actively reviewing collision history and design options and has commissioned additional research that is being guided toward completion over the next few months. Contact: Sean Mehrvazi (202) 493-6237.

Task 97-2—Evaluating the extent to which environmental, sanitary, and other working conditions in locomotive cabs affect the crew's health and the safe operation of locomotives, proposing standards where appropriate. This Task was accepted June 24, 1997. The Working Group on Cab Working Conditions is meeting to draft a standard for locomotive sanitary conditions. Task forces on noise and temperature have been formed and are actively meeting to identify and address issues. Contact: Brenda Hattery (202) 493-6326.

Task 97-3—Developing event recorder data survivability standards. This Task was accepted on June 24, 1997. An Event Recorder Working Group and Task Force have been established and are actively meeting. Contact: Edward English (202) 493-6321.

Task 97-4 and Task 97-5—Defining Positive Train Control (PTC) functionalities, describing available technologies, evaluating costs and benefits of potential systems, and considering implementation opportunities and challenges, including demonstration and deployment.

Task 97-6—Revising various regulations to address the safety implications of processor-based signal and train control technologies, including communications-based operating systems. These three tasks were accepted on September 30, 1997, and assigned to a single Working Group. A Data and Implementation Task Force was formed to address issues such as assessment of costs and benefits and technical readiness. A Standards Task Force was formed to develop PTC standards. The Working Group and task forces are actively meeting. Contact: Grady Cothen (202) 493-6302.

Task 97-7—Determining damages qualifying an event as a reportable train accident. This Task was accepted on September 30, 1997. A working group has been formed to address this task and will conduct their initial meeting in February 1999. Contact: Robert Finkelstein (202) 493-6280.

Please refer to the notice published in the **Federal Register** on March 11, 1996 (61 FR 9740) for more information about the RSAC.

Issued in Washington, DC on December 23, 1998.

George A. Gavalla,

Acting Associate Administrator for Safety.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. RSAC-96-1, Notice No. 15]

Railroad Safety Advisory Committee; Notice of Meeting

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Railroad Safety Advisory Committee ("RSAC") meeting.

SUMMARY: FRA announces the next meeting of the RSAC, a Federal Advisory Committee that develops railroad safety regulations through a consensus process. The meeting will address a wide range of topics, including possible adoption of specific recommendations for regulatory action.

DATES: The meeting of the RSAC is scheduled to commence at 9:30 a.m. and conclude at 4:00 p.m. on Thursday, January 28, 1999.

ADDRESSES: The meeting of the RSAC will be held at The Ronald Reagan Building, The International Trade Center, Polaris Suite, 1300 Pennsylvania Avenue, NW, Washington, DC. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Sign language interpreters will be available for individuals with hearing impediments.

FOR FURTHER INFORMATION CONTACT: Vicky McCully, RSAC Coordinator, FRA, 400 7th Street, SW., Stop 25, Washington, DC 20590, (202) 493-6305 or Grady Cothen, Deputy Associate Administrator for Safety Standards and Program Development, FRA, 400 7th Street, SW., Stop 25, Washington, DC 20590, (202) 493-6302.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), FRA is giving notice of a meeting of the Railroad Safety Advisory Committee ("RSAC"). The meeting is scheduled to begin at 9:30 a.m. and conclude at 4:00 p.m. on Thursday, January 28, 1999. The meeting will be held at The Ronald Reagan Building, The International Trade Center, Polaris Suite, 1300 Pennsylvania Avenue, NW, Washington, DC. All times noted are Eastern Standard Time.

RSAC was established to provide advice and recommendations to the FRA on railroad safety matters. The Committee consists of 48 individual representatives, drawn from among 27 organizations representing various rail industry perspectives, and 2 associate non-voting representatives from the agencies with railroad safety regulatory responsibility in Canada and Mexico. Staff of the National Transportation Safety Board and Federal Transit Administration also participate in an advisory capacity.

During this meeting, the RSAC will receive status reports, containing progress information, from the Locomotive Crashworthiness Working Group, the Locomotive Cab Working Conditions Working Group, and the Event Recorder Working Group. A status report will also be received from the Positive Train Control (PTC) Working Group, tasked with: (1) facilitating understanding of current PTC technologies, definitions, and capabilities; (2) addressing issues regarding the feasibility of implementing fully integrated PTC systems; and (3) facilitating implementation of software based signal and operating systems through consideration of revisions to the Rules, Standards and Instructions to address processor-based technology and communication-based architectures.

Please refer to the notice published in the **Federal Register** on March 11, 1996 (61 FR 9740) for more information about the RSAC.

Issued in Washington, DC on December 23, 1998.

George A. Gavalla,

Acting Associate Administrator for Safety.

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Notice No. 98-11]

Safety Advisory: Unauthorized Marking of Compressed Gas Cylinders

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Safety advisory notice concerning unsafe cylinders.

SUMMARY: This is to notify the public that RSPA is investigating the unauthorized marking of high-pressure compressed gas cylinders by Fire Protection Service (FPS), in Canton, Ohio. RSPA has determined that FPS has marked cylinders indicating they