Project, Transportation Improvements, Tidewater Transportation District Commission, COE Section 404 Permit, City of Norfolk and City of Virginia Beach, VA, Due: June 28, 1999, Contact: Michael McCollum (215) 656–7100.

EIS No. 990153, Legislative Final EIS, USA, AK, Alaska Army Lands Withdrawal Renewal for Fort Wainwright and Fort Greely West Training Area, Approval of Permits and Licenses, City of Fairbanks, City of North Pole and City of Delta Junction, North Star Borough, AK , Due: June 14, 1999, Contact: Cindy Herdrich (970) 491–5347.

EIS No. 990154, Draft Supplement, DOE, CA, NM, TX, ID, SC, WA, Surplus Plutonium Disposition (DOE/EIS–0283–S) for Siting, New and Revised Information, Construction and Operation of three facilities for Plutonium Disposition, Possible Sites Hanford, Idaho National Engineering and Environmental Laboratory, Pantex Plant and Savannah River, CA, ID, NM, SC, TX and WA, Due: June 28, 1999, Contact: G. Bert Stevenson (202) 586–5368.

EIS No. 990155, Draft EIS, BLM, WY, Wyodak Coal Bed Methane Project, Road Construction, Drilling Operation, Electrical Distribution Line, Powder River Basin, Campbell and Converse Counties, WY, Due: June 28, 1999, Contact: Richard Zander (307) 684–1161.

EIS No. 990156, Final EIS, UAF, ND, Minuteman III Missile System Dismantlement, Intercontinental Ballistic Missile (ICBM) Launch Facilities (LFs) and Missile Alert Facilities (MAFs), Deployment Areas, Grand Forks Air Forces Base, ND , Due: June 14, 1999, Contact: Jonathan D. Farthing (210) 536–3069.

Amended Notices

EIS No. 990103, Draft Supplement, FHW, CA, CA–125 South Route Location, Adoption and Construction, between CA–905 on Otay Mesa to CA–54 in Spring Valley, Updated and Additional Information, Funding and COE Section 404 Permit, San Diego County, CA, Due: May 24, 1999, Contact: C. Glenn Clinton (916) 498–5037. Published FR–04–09–99—Due Date Correction.

EIS No. 990108, Draft Supplement EIS, AFS, ID, Grade-Dukes Timber Sale, Proposal to Harvest and Regenerate Timber, Implementation, Cuddy Mountain Roadless Area, Payette National Forest, Weiser Ranger District, Washington County, Idaho, Due: June 01, 1999, Contact: Dautis Pearson (208) 253–0134. Published FR 04–09–99 Review Period Extended.

EIS No. 990143, Draft EIS, TPT, CA, Presidio of San Francisco General Management Plan, Implementation, New Development and Uses within the Letterman Complex, Golden Gate National Recreation Area, City and County of San Francisco, CA, Due: June 14, 1999, Contact: John Pelka (415) 561–5300. Published FR–04–30–99—Correction to Document Status from a Draft Supplement to Draft.

Dated: May 11, 1999.

William D. Dickerson,

Director, Office of Federal Activities.

[FR Doc. 99–12264 Filed 5–13–99; 8:45 am]

BILLING CODE 6560–50–U

ENVIRONMENTAL PROTECTION AGENCY

[FRL–6342–1]

RIN 2060–AH52

Public Meetings To Discuss Air Quality Modeling and Infrastructure Issues Associated With Alternative-Fueled Vehicles

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of public meetings.

SUMMARY: The Environmental Protection Agency intends to hold two public workshops to discuss issues associated with alternative fuel vehicles (AFVs) (i.e., vehicles powered by fuels other than gasoline). The first workshop (which EPA will hold May 26, 1999, in Louisville, Kentucky), will focus on issues associated with air quality modeling of AFVs. The purpose of this workshop is to facilitate an exchange of information that will help EPA determine which areas of its modeling, if any, should be enhanced to better estimate the air quality impacts of alternative-fueled vehicles. The second workshop will focus on issues related to infrastructure development and creating a sustainable market for AFVs.

DATES: The first workshop (on modeling and AFVs) will be held on May 26, 1999, in Louisville, Kentucky, following the Department of Energy's National Clean Cities Conference. The date for the second workshop (on infrastructure development and creating a sustainable market for AFVs) will be announced later. Members of the public are invited to attend as observers.

ADDRESSES: Questions about the workshop should be addressed to: Barry Garelick (202–564–9028; garelick.barry@epa.gov) or Christine Hawk (202–564–9672; hawk.christine@epa.gov), 401 M Street, S.W. (6406J), Washington, D.C. (20460). The workshop will be held at the Sellbach Hilton Hotel, 500 4th St, Louisville, Kentucky 40202, 800 333–3399 or 502–585–3200.

FOR FURTHER INFORMATION CONTACT: Barry Garelick (202) 564–9028.

SUPPLEMENTARY INFORMATION: As this Administration has long recognized, one of the keys to moving forward environmentally is moving forward technologically. Progress towards sustainable reductions in emissions from the mobile source sector is inextricably linked to technological advancement. Motor vehicles are significant contributors to ground-level ozone, the principal harmful ingredient in smog. They also emit other pollutants, including particulate matter and air toxics. Motor vehicle emissions contribute to public health problems such as asthma and other respiratory problems, especially in children.

History has shown that the rise in vehicle sales and vehicle miles traveled every year has consistently led to increases in the aggregate emissions from the mobile source sector, despite progress in reducing emissions from gasoline-powered, conventional motor vehicles. This places increasing importance on technological developments, including vehicles powered by fuels other than gasoline. There is particular interest in the creation of vehicles whose emissions do not increase as the vehicle ages. There are a number of types of alternative fuel vehicles (AFVs) in production and under development. In the United States, manufacturers are already selling various types of AFVs, including vehicles powered by electricity, compressed natural gas, methanol, and ethanol. The last year has also seen dramatic developments in hybrid-electric vehicle and fuel cell technology.

Congress and the Administration have already recognized that they have an important role to play regarding AFVs. As part of the 1990 Amendments to the Clean Air Act, Congress included sections promoting increased numbers of clean fuel fleet vehicles. The Clean Fuel Fleet program, which began on September 1, 1998, requires certain nonattainment areas to adopt and implement a program requiring certain centrally-fueled fleets to include a specified percentage of clean-fuel vehicles in their new fleet vehicle purchases. Additionally, Congress passed the Energy Policy Act of 1992 (EPAct), which includes numerous provisions designed to increase the

number of alternative fueled vehicles in vehicle fleets. These provisions include minimum Federal fleet requirements, public information programs, and guidelines for state and local incentive programs. The Administration is working on implementing the requirements of EPAct. In 1996, President Clinton signed Executive Order 13031, ''Federal Alternative Fueled Vehicle Leadership.'' This Executive Order sets forth reporting requirements to ensure that federal agencies comply with the AFV acquisition requirements of EPAct. By FY1999, 75 percent of certain federal vehicle purchases must be AFVs. The Order also includes a credit system that allows agencies to gain extra credits towards meeting their light-duty vehicle procurement goals by acquiring medium-duty and heavy-duty AFVs and zero emission vehicles.

States also are playing a role in supporting AFVs. California created Low and Zero Emission Vehicle programs that New York, Vermont, Maine, and Massachusetts have adopted.

It is important for the Agency to keep pace with and encourage the development of alternative fuel technologies. To continue progress in meeting this objective with respect to AFVs, the Agency is announcing a number of steps today. EPA intends to hold two workshops on issues related to AFVs. One workshop, to be held on May 26, 1999, will address issues related to modeling and AFVs, while a second workshop to be held in the next year will address infrastructure issues related to creating a sustainable market for AFVs.

Alternative Fuel Team

EPA's Office of Mobile Sources has established an Alternative Fuel Team (AF Team), which has members from various OMS divisions. The goal of the AF Team is to promote the use of alternative fuels to help meet air quality goals. The team will help coordinate the Agency's existing efforts related to AFVs, and develop and conduct new efforts. The primary contact for outside parties interested in EPA's AFV efforts will be Deborah Adler (734–214–4223) or Christine Hawk (202–564–9672) (although others within the Agency may be the principal contact for specific issues).

The AF Team is in the process of developing an action plan for the next year. This plan will cover a range of activities, such as: enhancing and/or developing modeling that accurately characterizes emissions of AFVs as compared to gasoline vehicles; tracking and, where appropriate, participating in various Administration efforts related to AFVs, including the Clean Cities program and federal purchases of AFVs; working with states on Clean Fuel Fleet programs; and facilitating discussions on infrastructure development to create a sustainable market for AFVs. In addition, within the next six months, the AF Team will also begin to plan and execute an ongoing public education campaign for which they will develop outreach and public education materials on AFVs and the role they can play in cleaning up the nation's air. The Team's efforts in this area will be comparable to the public education efforts the Office of Mobile Sources has made on other mobile source/clean air issues. Anyone who wishes to provide input on appropriate activities for the Team should contact Deborah Adler or Christine Hawk.

Workshop on AFVs and Modeling

It is important for state and federal policy makers to have accurate information on the full environmental consequences of different types of technology so that they can make informed regulatory and purchasing decisions. On May 26, 1999, EPA plans to conduct a public workshop in Louisville, Kentucky, to address various issues related to modeling the environmental effects of AFVs as compared to gasoline vehicles. (The date and location of the workshop were selected to coordinate with the Department of Energy's National Clean Cities conference, which begins May 24 in Louisville.) The goal of the workshop will be to look at how at least two models for motor vehicle emissions evaluate AFV emissions, to identify how these models might be improved to be more accurate, and to identify whether there are data gaps that limit a model's ability to compare gasoline vehicle and AFV emissions accurately. The Agency will use this workshop to help the AFV Team and others in the Agency focus future modeling and data collection efforts.

At least two models will be discussed at the workshop. First, EPA has developed, and is currently updating, its comprehensive mobile source emissions model (the MOBILE model). This model provides average in-use fleet emission factors for pollutants for different vehicle categories operated under various conditions as specified by the model user. Features incorporated in the MOBILE model allow the user to simulate some characteristics of AFVs on the mobile source fleet, and EPA is in the process of improving this capability. Second, EPA is working with the Department of Energy on another model which calculates the life cycle emissions of various fuels. In the workshop, EPA would be interested in exploring ideas participants might have to enhance its short-term modeling capabilities as well as suggestions for other, longer-term projects.

Most of the data developed in support of the MOBILE model is based on the emissions performance of gasoline-powered vehicles. EPA has developed some limited data on the emissions performance of natural gas vehicles, especially in the area of vehicle deterioration, and is currently working with some interested parties to incorporate some of this data into features in the next MOBILE model. One particular feature would allow the model user to estimate the emissions difference between a fleet of various numbers of natural gas and gasoline-powered vehicles. However, one of the significant issues hampering AFV modifications to the MOBILE model is the availability of emissions data and performance characteristics of these vehicles. The modeling code is based on the analysis of emissions data and the lack of emissions data regarding AFVs hampers EPA's ability to model their performance accurately. Some of the areas EPA has already identified where more data would be useful are emissions factors for heavy-duty natural gas vehicles, off-cycle emissions performance of vehicles, and the level of toxic compounds in emissions from current and advanced technology vehicles. In this workshop, EPA is interested in discussing ways to generate emissions data in these areas as well as other areas identified as significant areas for further study and how this data could be incorporated into the MOBILE model.

The other modeling-related topic for discussion at this workshop will be the possible creation of other modeling tools that could help quantify the various emissions differences between vehicles operated on different fuels. The Department of Energy has developed a methodology for doing such an analysis. An air quality model that quantified the full life-cycle emissions from various fuels could be useful for states making regulatory decisions or determining which type of AFVs to purchase to obtain the greatest air quality benefit possible. EPA recognizes that a modeling tool of this type would require more than just actual emissions data for it to be useful. It would also require information such as the actual emissions inputs for a life-cycle analysis for an electric vehicle and whether an AFV is used in the same manner as a

conventional vehicle. However, the Agency is interested in discussing this issue to see if such analysis would be worthwhile and beneficial and if the developmental work done to date could be useful for states making in future modeling analysis.

Anyone with suggestions for this workshop should contact Barry Garelick at the address listed above.

Workshop on AFV Market and Infrastructure Development

Within the next year, the Agency intends to conduct a public workshop on infrastructure issues related to creating a sustainable market for AFVs. In previous discussions on AFVs, EPA has noted that the development of a sustainable market for AFVs, which includes necessary infrastructure development, is a key component of any plan to achieve the air quality gains that are possible from the use of AFVs. Developing the infrastructure necessary for AFVs is an important part in developing a sustainable market. For example, drivers may be reluctant to purchase electric vehicles if they have concerns about the availability of recharging stations. EPA believes that solutions to infrastructure development needs can be found by a variety of stakeholders working together. For example, electric utilities that support electric vehicles might provide special assistance for the installation of residential or commercial charging stations; states that wish to encourage the purchase of AFVs might provide tax incentives; fleet operators in any given area, including states and the federal government, could agree to focus AFV purchases on a particular type of AFV. From past discussions with a variety of stakeholders, it appeared that discussions on infrastructure development and creation of a sustainable market for AFVs could identify useful steps for various stakeholders to take and that some steps might best be taken by several stakeholders working in partnership with each other.

At this workshop, the Agency's intent is to gather other Administration officials, State officials (both environmental and purchasing agent), auto and utility industry representatives, environmentalists, and other interested parties. The workshop will provide an opportunity for oral and written presentations on what AFVs are available and how many are being purchased by whom (including federal and state fleet purchases). It will provide a forum for looking at what barriers exist that limit the sales of AFVs and how those barriers can be reduced or eliminated. It will also provide a forum for identifying key opportunities to create a sustainable market for AFVs. The workshop will focus on the Ozone Transport Region (northern Virginia through Maine) because of the interest the OTR States have shown in AFVs over the past few years. The Agency intends that the workshop will draw on the experience of other areas (such as California). EPA also welcomes participation by states outside the OTR.

This workshop is intended to be the type of workshop that the northeastern states and the auto industry had tentatively agreed to in the ATV Agreement in the National LEV MOU that was never finalized.[1] As EPA indicated in several **Federal Register** notices, EPA believed that the ATV Agreement would have been a productive way of creating a sustainable market for ATVs through cooperative working relationships.

The date and location of the workshop and a more detailed agenda will be published in the **Federal Register** at a later date. Anyone with suggestions for this workshop should contact Barry Garelick.

Dated: May 5, 1999.

Carol M. Browner,

Administrator.

[FR Doc. 99–12246 Filed 5–13–99; 8:45 am]

BILLING CODE 6560–50–P

FEDERAL COMMUNICATIONS COMMISSION

Publication Information Collections Approved by Office of Management and Budget

May 10, 1999.

The Federal Communications Commission (FCC) has received Office of Management and Budget (OMB) approval for the following public information collections pursuant to the Paperwork Reduction Act of 1995, Pub.L. 104–13. An agency may not conduct or sponsor and a person is not required to respond to a collection of information unless it displays a currently valid control number. For further information contact Shoko B. Hair, Federal Communications Commission, (202) 418–1379.

Federal Communications Commission

OMB Control No.: 3060–0787.

Expiration Date: 04/30/2002.

Title: Implementation of the Subscriber Carrier Selection Changes Provisions of the Telecommunications Act of 1996.

Form No.: N/A.

Respondents: Business or other for-profit.

Estimated Annual Burden: 1800 respondents; 20.46 hours per response (avg.); 36,844 total annual burden hours for all collections.

Estimated Annual Reporting and Recordkeeping Cost Burden: $0.

Frequency of Response: On occasion; recordkeeping requirements; third party disclosures.

Description: Section 258 of the Communications Act of 1934 (Act), as amended by the Telecommunications Act of 1996, makes it unlawful for any telecommunications carrier to ''submit or execute a change in a subscriber's selection of a provider of telecommunications exchange service or telephone toll service except in accordance with such verification procedures as the Commission shall prescribe.'' The section further provides that any telecommunications carrier that violates such verification procedures and that collects charges for telephone exchange service or telephone toll service from a subscriber, shall be liable to the carrier previously selected by the subscriber in an amount equal to all charges paid by the subscriber after such violation. In order to implement section 258, the Commission amended its rules to modify sections 64.1100 and 64.1150 of its rules and add new sections 64.1160, 64.1170, 64.1180, and 64.1190 to its rules. The modifications and additions are necessary to accommodate the Commission's expanded scope of authority to require verification of orders generated by telemarketing for all telecommunications service, and to provide that unauthorized carriers forfeit all charges collected as a result of their unlawful actions.

a. *Section 64.1100: Separate authorization and verification for multiple services.* Pursuant to rule section 64.1100(b), a carrier marketing multiple services (e.g., intraLATA and interLATA) must specifically distinguish among such services in any preferred carrier solicitation and must obtain separate authorization for each service that is being changed. *Retention of verification records.* Pursuant to rule

[1] In the negotiations between the northeastern states and the auto industry on EPA's National Low Emission Vehicle (NLEV) program, the states and the auto industry had tentatively agreed to a process to facilitate discussion on the creation of a sustainable market for advanced technology vehicles (ATV Agreement). (This tentative ATV Agreement was to be included in a Memorandum of Understanding (MOU) that was to form the basis for the NLEV program, but the ATV Agreement was not intended to be included in the NLEV regulations. However, the parties have ended discussions and decided not to finalize the MOU, which would have contained the ATV Agreement).