

SUMMARY: The Department of Transportation will be hosting a public forum on risk assessment in rulemaking. Expert panelists for this forum will include representatives from business, labor and government. The moderator of the forum will present a series of issues to the panel for discussion; the audience will also be encouraged to ask questions or make comments. The forum will address various issues such as problems with adequately describing the hazard or risk a regulation is trying to avoid; properly using and describing the evidence of the risk, the uncertainties involved; and the value and cost of peer review. This forum is the second of three planned public forums this year. In May, the Department hosted a forum on economic analysis, and later on this year we are planning a forum on small entities.

REGISTRATION: Participants are requested to register their intent to attend this forum meeting by sending e-mail to bob.klothe@ost.dot.gov. Put the words "Risk Assessment Registration" in the Subject line and the participant's name, address, phone number, and affiliation in the body of the message. If you do not have Internet access, you can register by calling 202-366-4723 or by writing to the contact person below. Please include your name, address, and phone number in your letter/postcard. Also, remember that space is limited and registration is on a first-come-first-served basis.

FOR FURTHER INFORMATION CONTACT: Robert Klothe, Office of General Counsel (C-50), Department of Transportation, Room 10424, 400 Seventh Street, SW, Washington, DC 20590. Phone: (202) 366-4723 (voice), (202) 755-7687 (TDD); Email: bob.klothe@ost.dot.gov.

Issued in Washington, DC, this 28th day of May, 1999.

Neil Eisner,

Assistant General Counsel for Regulation and Enforcement.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Chemung County, New York

AGENCY: Federal Highway Administration, Department of Transportation.

ACTION: Notice of intent.

SUMMARY: The action to be evaluated by this Environmental Impact Statement is the reconstruction of the U.S. Route 17

through the Town and Village of Horseheads (the Southern Tier Expressway) in Chemung County, New York. This proposed action would improve capacity of Route 17 by bringing it up to Interstate highway design standards and provide for the separation of local and regional traffic.

FOR FURTHER INFORMATION CONTACT:

Peter White, Regional Director, New York State Department of Transportation, Region 6, 107 Broadway, Hornell, New York 14843, (607) 324-8404 or Harold J. Brown, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, 9th Floor, Clinton Avenue and North Pearl Street, Albany, New York 12207, (518) 431-4127.

SUPPLEMENTARY INFORMATION: The Federal Highway Administration (FHWA), in cooperation with the New York State Department of Transportation (NYSDOT) will evaluate various alternatives which will consider the upgrading of U.S. Route 17 from Exit 52 to Exit 54 in the Town and Village of Horseheads, Chemung County, New York to Interstate standards. Each build option would include the reconfiguration/reconstruction of the existing roadway to meet Interstate standards while accommodating local high volume traffic flows and local access. Additionally, there would be new expressway and ramp construction, pavement rehabilitation/reconstruction, bridge and culvert rehabilitation/replacement, drainage, lighting and signalization. The proposed project limits extend along NYS Route 17 from Exit 52 (NYS Route 14) easterly to Exit 54 (NYS Route 13) approximately one mile.

The Proposed Action is anticipated to result in a balanced transportation system that will supply sufficient capacity, improved mobility and access, meet current/future traffic demand, eliminate current bridge deficiencies, reduce or eliminate vehicular conflicts/accidents, separate local and regional traffic flows, as well as provide improved local service through the Town and Village of Horseheads.

Alternatives under consideration include:

- No build or the null alternative;
- Separation of local and expressway traffic through the Village of Horseheads and the upgrade of Route 17 to a limited access expressway;
- Development of a half or full diamond interchange at Route 13, and
- The development of collector-distributor roads along Route 17 between Exit 52 and Exit 54.

The environmental, socio-economic, and engineering viability implications of each alternative will be examined. The NO Action alternative will also be analyzed as a base line for gauging the impacts of the build alternates.

Input from Federal, State and local Governments, local agencies, private organizations, and the community will be solicited during the development of the Environmental Impact Statement (EIS). A public Environmental Scoping meeting and a formal public hearing will be scheduled. The Environmental Scoping, meeting will be held on June 30, 1999 at the Horseheads High School from 5 p.m. to 9 p.m. with a presentation at 7 p.m. Public notice will be given to identify the time and place for the public hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing.

Comments, questions and suggestions pertaining to the proposed action are invited from interested parties to ensure that all significant issues are identified and addressed. Comments should be directed to the FHWA or the NYSDOT at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulation implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Issued on May 24, 1999.

Douglas P. Conlan,

District Engineer, Federal Highway Administration, Albany, New York.

[FR Doc. 99-14124 Filed 6-3-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket No. FTA-99-5750]

Notice of Request for the Extension of Currently Approved Information Collection

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to extend the following currently approved information collection:

Rail Fixed Guideway Systems; State Safety Oversight.

DATES: Comments must be submitted before August 2, 1999.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the United States Department of Transportation, Central Dockets Office, PL-401, 400 Seventh Street, SW, Washington, DC 20590. All comments received will be available for examination at the above address from 10:00 a.m. to 5:00 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard/envelope.

FOR FURTHER INFORMATION CONTACT: Rail Fixed Guideway Systems; State Safety Oversight—Mr. Roy Field, Office of Program Management, (202) 366-0197.

SUPPLEMENTARY INFORMATION: Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) the necessity and utility of the information collection for the proper performance of the functions of the FTA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection.

Title: Rail Fixed Guideway Systems; State Safety Oversight (*OMB Number:* 2132-0558).

Background: 49 U.S.C. Section 5330 requires each State that to designate a State Safety Oversight agency to oversee the safety and security operations of "a rail fixed guideway system" within the State's jurisdiction. To comply with Section 5330, State oversight agencies must require System Safety Program Plans (SSPPs) from rail fixed guideway systems; review and approve these SSPPs; require notification of unacceptable hazardous conditions according to the American Public Transit Association (APTA) Hazard Classification Matrix; require and review corrective action plans from rail fixed guideway systems to eliminate such conditions; require an ongoing safety audit process at the rail fixed guideway systems; and submit both an annual certification to FTA that the State is in compliance with the requirements of Section 5330 and an annual report documenting safety activities. Collection of this information will enable the State oversight agency to monitor effectively the safety of the rail fixed guideway system. Without

certification from the State oversight agency, FTA would be unable to determine each State's compliance with Section 5330.

If a State fails to comply with the requirements of Section 5330, FTA may withhold up to five percent of funds apportioned under section 5307 to a State, or urbanized area within a State, beginning in Fiscal Year 1997.

Estimated Annual Burden on Respondents: Approximately 663.50 hours for each of the 56 respondents.

Estimated Total Annual Burden: 37,158 hours.

Frequency: Annual.

Issued: June 1, 1999.

Gordon J. Linton,
Administrator.

[FR Doc. 99-14166 Filed 6-3-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-5732]

Highway Safety Programs; Model Specifications for Devices to Measure Breath Alcohol

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: This notice amends the Conforming Products List for instruments that conform to the Model Specifications for Evidential Breath Testing Devices (58 FR 48705).

EFFECTIVE DATE: June 4, 1999.

FOR FURTHER INFORMATION CONTACT: Dr. James F. Frank, Office of Traffic Injury Control Programs, Impaired Driving Division (NTS-11), National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590; Telephone: (202) 366-5593.

SUPPLEMENTARY INFORMATION: On November 5, 1973, the National Highway Traffic Safety Administration (NHTSA) published the Standards for Devices to Measure Breath Alcohol (38 FR 30459). A Qualified Products List of Evidential Breath Measurement Devices comprised of instruments that met this standard was first issued on November 21, 1974 (39 FR 41399).

On December 14, 1984 (49 FR 48854), NHTSA converted this standard to Model Specifications for Evidential Breath Testing Devices, and published a Conforming Products List (CPL) of instruments that were found to conform to the Model Specifications as

Appendix D to that notice (49 FR 48864).

On September 17, 1993, NHTSA published a notice (58 FR 48705) to amend the Model Specifications. The notice changed the alcohol concentration levels at which instruments are evaluated, from 0.000, 0.050, 0.101, and 0.151 BAC, to 0.000, 0.020, 0.040, 0.080, and 0.160 BAC; added a test for the presence of acetone; and expanded the definition of alcohol to include other low molecular weight alcohols including methyl or isopropyl. On February 27, 1998, the most recent amendment to the Conforming Products List (CPL) was published (63 FR 10066), identifying those instruments found to conform with the Model Specifications.

Since the last publication of the CPL, three (3) instruments have been evaluated and found to meet the model specifications, as amended on September 17, 1993, for mobile and non-mobile use. They are: (1) Seres Alcopro, which is listed twice on the CPL, once under Sound-Off, Inc., of Hudsonville, Michigan, which sells this device in the United States, and also under Seres, of Paris, France, the manufacturer. This device is the first infra-red handheld breath tester on the CPL; (2) Phoenix, manufactured by Lifeloc Technologies, Inc. of Wheat Ridge, Colorado; and (3) Alco-Sensor AZ and the RBT-AZ, manufactured by Intoximeters, Inc. of St. Louis, Missouri, two versions of the same handheld fuel cell device, the first sold without a printer, and the latter with a printer.

The CPL has been amended to add these three instruments to the list. The CPL has also been amended to reflect the following changes:

(1) Lifeloc, Inc. has changed its name to Lifeloc Technologies, Inc. Hence, all devices listed under Lifeloc, Inc. are now listed under Lifeloc Technologies, Inc. (formerly Lifeloc, Inc.), Wheat Ridge, Colorado;

(2) Two items listed under Intoximeters, Inc. had typographical errors that needed correction. The item listed as the Intoximeter Model 03000 D* has been changed to read: Intoximeter Model 3000D*. The items listed as the Intox EC-IR and the Portable Intox EC-IR have been changed to read: Intox EC/IR and Portable Intox EC/IR.

(3) The National Draeger, Inc. added the "Alcotest 7410 Plus" to the last CPL on February 27, 1998. However, it was listed on the CPL as the "Breathalyzer 7410 Plus" when it should have been listed as the "Alcotest 7410 Plus". The CPL has been corrected to reflect this more appropriate listing.