

technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

Burden Statement: The annual public reporting and recordkeeping burden for this collection of information is estimated to average 3.03 hours per response. It is estimated that any individual may respond to synopses or market research questions 5 times per year. EPA anticipates publicizing approximately 260 contract actions per year, and conducting 3790 market research inquiries. Burden means the total time, effort, or financial resources expended by persons to generate, maintain, retain, or disclose or provide information to or for a Federal agency. This includes the time needed to review instructions; develop, acquire, install, and utilize technology and systems for the purposes of collecting, validating, and verifying information, processing and maintaining information, and disclosing and providing information; adjust the existing ways to comply with any previously applicable instructions and requirements; train personnel to be able to respond to a collection of information; search data sources; complete and review the collection of information; and transmit or otherwise disclose the information.

Dated: May 7, 1999.

Lawrence G. Wyborski,

Acting Manager, Policy Service Center.

[FR Doc. 99-12249 Filed 5-13-99; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-6242-6]

Environmental Impact Statements and Regulations; Availability of EPA Comments

Availability of EPA comments prepared April 19, 1999 Through April 23, 1999 pursuant to the Environmental Review Process (ERP), under Section 309 of the Clean Air Act and Section 102(2)(c) of the National Environmental Policy Act as amended. Requests for copies of EPA comments can be directed to the Office of FEDERAL ACTIVITIES AT (202) 564-7167.

An explanation of the ratings assigned to draft environmental impact statements (EISs) was published in FR dated April 09, 1999 (64 FR 17362).

Draft EISs

ERP No. D-AFS-L65207-OR Rating *LO, Young'n Timber Sales, Implementation, Willamette National

Forest Land and Resource Management Plan, Middle Fork Ranger District, Lane County, OR.

Summary: EPA used a screening tool to conduct a limited review of this action. Based upon the screen, EPA does not foresee having any environmental objections to the proposed project. Therefore, EPA will not be conducting a detailed review.

ERP No. D-AFS-L65304-OR Rating EC2, Moose Subwatershed Timber Harvest and Other Vegetation Management Actions, Central Cascade Adaptive Management (CCAMA), Willamette National Forest, Sweet Home Ranger District, Linn County, OR.

Summary: EPA expressed environmental concerns with the proposed timber harvest due to entry into roadless area and the potential for impact to water quality and recommended that the Forest Service continue to monitor for water quality impacts.

ERP No. D-COE-J36050-ND Rating EO2, Maple River Dam and Reservoir, Construction and Operation, Flood Control, Cass County Joint Water Resource District, Cass County, ND.

Summary: EPA expressed environmental objections to the project on the basis of: (1) the lack of adequate provisions to identify and protect aquatic habitats, (2) exceedances of water quality standards, (3) the uncertainty of the mitigation, restoration and conservation efforts, (4) the lack of information on future flood control activities, (5) future growth and development impacts in the lower watershed area, (6) a cumulative impacts analysis that was limited to water chemistry, (7) a substantial need to address the watershed as a unit.

Final EISs

ERP No. F-AFS-L65255-AK, Control Lake Timber Sale, Implementation, Prince of Wales Island, Tongass National Forest, AK.

Summary: Review of the Final EIS was not deemed necessary. No formal comment letter was sent to the preparing agency.

ERP No. F-BLM-L65294-OR, Beaty Butte Allotment Management Plan, Implementation, Lakeview District, Hart Mountain National Antelope Refuge, Lake and Harney Counties, OR.

Summary: The Final EIS has addressed the issues EPA raised in the draft EIS.

ERP No. FS-COE-G32054-00, Red River Waterway, Louisiana, Texas, Arkansas and Oklahoma and Related Projects, New and Updated Information, Red River Below Denison Dam Levee Rehabilitation, Implementation,

Hempstead, Lafayette and Miller Counties, AR.

Summary: EPA has no objection to the selection of the preferred alternative described in the FSEIS.

Dated: May 11, 1999.

William D. Dickerson,

Director, Office of Federal Activities.

[FR Doc. 99-12265 Filed 5-13-99; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-6242-5]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7167 or (202) 564-7153.

Weekly receipt of Environmental Impact Statements

Filed May 03, 1999 Through May 07, 1999.

Pursuant to 40 CFR 1506.9.

EIS No. 990148, Final Supplement, AFS, CO, Lakewood Raw Water Pipeline for Continued Operation, Maintenance, Reconstruction and/or Replacement, Application for Easement, Roosevelt National Forest, Boulder Ranger District, in the City of Boulder, CO, Due: June 07, 1999, Contact: Jean Thomas (970) 498-1267. The above DOA EIS should have appeared in the 05/07/99 **Federal Register**. The 30-day Comment Period is Calculated from 05/07/99.

EIS No. 990149, Draft EIS, AFS, MT, Bridger Bowl Ski Area, Permit Renewal and Master Development Plan Update, Implementation, Special Use Permit and COE Section 404 Permit, Gallatin National Forest, in the City of Bozeman, MT, Due: June 28, 1999, Contact: Nancy Halstom (406) 587-6920.

EIS No. 990150, Final EIS, NPS, TX, Lyndon B. Johnson National Historical Park, Package 227, General Management Plan, Implementation, Blanco and Gillespie Counties, TX, Due: June 14, 1999, Contact: Leslie Starhart (830) 868-7128.

EIS No. 990151, Final EIS, FHW, MO, IA, US 61, US 218 and IA-394 Highway Improvements, Construction, Funding, US Army COE Section 404 Permit, Lewis and Clark Counties, MO and Lee and Henry Counties, IA, Due: June 14, 1999, Contact: Donald Neumann (573) 636-7104.

EIS No. 990152, Draft EIS, FTA, VA, Norfolk-Virginia Beach Light Rail Transit System East/West Corridor

- 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, FHWA, 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]

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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