

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Commercial Space Transportation Advisory Committee—Open Meeting**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Commercial Space Transportation Advisory Committee open meeting.

SUMMARY: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 2), notice is hereby given of a meeting of the Commercial Space Transportation Advisory Committee (COMSTAC). The meeting will take place on Thursday, October 21, 1999, from 8:00 a.m. to 1:00 p.m. at the Federal Aviation Administration Headquarters Building, 800 Independence Avenue SW, Washington, DC, in the Bessie Coleman Conference Center (second floor). This will be the thirtieth meeting of the COMSTAC.

The agenda for the meeting will include reports from the COMSTAC Working Groups; a legislative update on Congressional activities involving commercial space transportation; an activities report from FAA's Associate Administrator for Commercial Space Transportation (formerly the Office of Commercial Space Transportation [60 FR 62762, December 7, 1995]); and an update from the Office of Science and Technology Policy regarding the federal interagency review on the future management and use of the U.S. space launch bases and ranges. The meeting is open to the public; however, space is limited.

Meetings of the Technology and Innovation, Reusable Launch Vehicle, Risk Management, and Launch Operations and Support Working Groups will be held on Wednesday, October 20, 1999. For specific information concerning the times and locations of these meetings, contact the Contact Person listed below.

Individuals who plan to attend and need special assistance, such as sign language interpretation or other reasonable accommodations, should inform the Contact Person listed below in advance of the meeting.

FOR FURTHER INFORMATION CONTACT: Brenda Parker (AST-200), Office of the Associate Administrator for Commercial Space Transportation (AST), 800 Independence Avenue SW, Room 331, Washington, DC 20591, telephone (202) 267-8308; E-mail brenda.parker@faa.dot.gov.

Issued in Washington, DC, September 10, 1999.

Patricia G. Smith,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 99-24264 Filed 9-16-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement; Aroostook County, ME**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared to improve transportation efficiency in Aroostook County, Maine. The EIS will examine highway infrastructure improvements to enhance transportation mobility and accessibility to and from Aroostook County, as well as within the County. These improvements are being considered as a means to improve the region's economy by improving access to jobs and services and by reducing travel time to markets outside Maine's northern-most county. The purpose of this study is to identify a Preferred Corridor only.

FOR FURTHER INFORMATION CONTACT: Mr. James F. Linker Manager, Right of Way and Environmental Programs, Maine Division, Federal Highway Administration, 40 Western Ave. Augusta, Maine 04330, Tel. 207/622-8355, ext. 23; Ray Faucher, Project Manager, Maine Department of Transportation, State House Station 16, Augusta, Maine 04333-0016, Tel. 207/287-3172.

SUPPLEMENTARY INFORMATION: The purpose of this EIS is to establish a one-half mile wide corridor for future highway development. The area under consideration, from the towns of Smyrna Mills to Madawaska, is quite large and is bounded on the west by Route 11, on the south by I-95, and on the north and east by the Canadian border. The enclosed area is roughly twice the size of the state of Rhode Island. The EIS will study up to seven corridors alternatives, including upgrades within existing highway corridors and corridors on new location. The seven corridors, plus the no-action alternative, will be selected through a screening process of up to 20 preliminary corridors. The corridors will be selected for review based on

their ability to provide transportation benefits and their environmental impacts. It is anticipated that highway segments with logical termini and independent utility will be constructed in the future within the selected corridor. Each segment will be supported by a separate environmental document in the later construction phase.

An 18-member public advisory committee has been established to represent the interests within the study area and to assist in the preparation of the EIS. Public scoping meetings will be held and are scheduled for the following locations: the Frenchville Community Center in Frenchville, September 14, 1999; the Northern Maine Technical College in Presque Isle, September 15, 1999; and the Miller Civil Center in Houlton on September 16, 1999.

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

Issued on: August 27, 1999.

Paul L. Lariviere,

Division Administrator, Federal Highway Administration, Augusta, Maine.

[FR Doc. 99-24228 Filed 9-16-99; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration****Petitions for Waivers of Compliance**

In accordance with Title 49 Code of Federal Regulations (CFR) Sections 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for waiver of compliance with certain requirements of the Federal railroad safety regulations. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being sought and the petitioner's arguments in favor of relief.

Mass Transit Administration; FRA Waiver Petition No. FRA-1999-5987

The Mass Transit Administration of the Maryland Department of Transportation (MTA), dba as Marc Train Service, seeks a permanent waiver of compliance from certain provisions of the Roadway Worker Protection Standards, 49 CFR Part 214, Subpart C. MTA seeks a waiver of 49 CFR 214.329 which states:

Roadway workers in a roadway work group who foul any track outside of working limits shall be given warning of approaching trains by one or more watchmen/lookouts in accordance with the following provisions:

(a) Train approach warning shall be given in sufficient time to enable each roadway worker to move to and occupy a previously arranged place of safety not less than 15 seconds before a train moving at the maximum speed authorized on that track can pass the location of the roadway worker.

(b) Watchmen/lookouts assigned to provide train approach warning shall devote full attention to detecting the approach of trains and communicating a warning thereof, and shall not be assigned any other duties while functioning as watchmen/lookouts.

(c) The means used by a watchman/lookout to communicate a train approach warning shall be distinctive and shall clearly signify to all recipients of the warning that a train or other on-track equipment is approaching.

(d) Every roadway worker who depends upon train approach warning for on-track safety shall maintain a position that will enable him or her to receive a train approach warning communicated by a watchman/lookout at any time while on-track safety is provided by train approach warning.

(e) Watchmen/lookouts shall communicate train approach warnings by a means that does not require a warned employee to be looking in any particular direction at the time of the warning, and that can be detected by the warned employee regardless of noise or distraction of work.

(f) Every roadway worker who is assigned the duties of a watchman/lookout shall first be trained, qualified and designated in writing by the employer to do so in accordance with the provisions of Sec. 214.349.

(g) Every watchman/lookout shall be provided by the employer with the equipment necessary for compliance with the on-track safety duties which the watchman/lookout will perform.

MTA requests permission to use radios to provide notification of approaching trains. In addition to use of radios, backup protection would be provided by lookouts, which would provide less than 15 seconds clearing time as required by Sec. 214.329(a), but would provide adequate time for workers clearing crosswalks with hand tools to vacate the fouling envelope.

This waiver applies to employees contracted to MTA who are engaged in the clearing of snow at commuter rail stations. MTA commuter rail stations are located on CSXT and National Railroad Passenger Corporation (Amtrak) rail lines. The MTA contractors, who are trained by MTA on Roadway Worker Protection procedures, remove snow from station platforms clear of the fouling envelope. MTA has

20 stations on CSX where walkways cross the tracks at grade which are used by passengers, including eight stations where the walkways provide ADA access. Amtrak employees provide protection when snow is cleared from walkways on that railroad.

In order to comply with the requirements of 214.329, MTA must place up to four lookouts to relay a visual warning of an approaching train at certain stations when clearing snow from crosswalks. MTA is concerned about exposing non-railroad contract employees to injury due to the inherent risk involved in walking along a railroad right of way in snowy or icy conditions to position an advance lookout. While the number of lookouts vary by station, lookouts are required to provide 2933 feet sight distance requiring them to walk up to half a mile at certain locations.

MTA's procedure requires a lookout, with a radio, to be located on a bridge or road sufficiently far from the crosswalk to provide a minimum of 30 seconds clearing time. Work cannot begin until the lookout with the radio has established contact with the lookout stationed directly adjacent to the worker. The outlying lookout must transmit a message every five seconds indicating that no trains are approaching. If the lookout adjacent to the worker does not hear a transmission in at least ten seconds he or she must assume radio failure and remove the worker from the fouling envelope. As a backup, a secondary lookout will be placed at each station, with a clear view and within visual and audible range of the worker, who can provide a minimum of 10-15 seconds warning. The clearing time of the worker on the crosswalk is two to three seconds. This backup lookout is a secondary, and not the primary means of protection.

Interested parties are invited to participate in this proceeding by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with this proceeding since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA 1999-5987) and must be submitted to the DOT Docket Management Facility, Room PL-401 (Plaza level) 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 45

days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning this proceeding are available for examination during regular business hours (9:00 a.m.-5:00 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Issued in Washington, D.C. on September 10, 1999.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 99-24253 Filed 9-16-99; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-6078]

Insurer Reporting Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Notice of availability.

SUMMARY: This notice announces publication by NHTSA of the annual insurer report on motor vehicle theft for the 1994 reporting year. Section 33112(c) of Title 49 of the U.S. Code, requires this information to be compiled periodically and published by the agency in a form that will be helpful to the public, the law enforcement community, and Congress. As required by section 33112(c), this report provides information on theft and recovery of vehicles; rating rules and plans used by motor vehicle insurers to reduce premiums due to a reduction in motor vehicle thefts; and actions taken by insurers to assist in deterring thefts.

ADDRESSES: Due to the voluminous content of this report, interested persons may obtain a copy of this report by contacting the Docket Section, NHTSA, Room 5109, 400 Seventh Street, SW, Washington, DC 20590. Docket hours are from 9:30 a.m. to 5:00 p.m., Monday through Friday. Requests should refer to Docket No. 96-130; Notice 04.

FOR FURTHER INFORMATION CONTACT: Ms. Rosalind Proctor, Office of Planning and Consumer Programs, NHTSA, 400 Seventh Street, SW, Washington, DC 20590. Ms. Proctor's telephone number is (202) 366-0846. Her fax number is (202) 493-2290.