

directory. Additionally, to speak directly to someone about NDGPS, a more appropriate number to call is (703) 313-5900. This is the "Navigation Information Service (24 Hour Watch)." This number is answered by trained USCG personnel who will answer questions concerning all navigation systems in which the Coast Guard has a role. Additionally, the "24 Hour Watch" would have provided specific answers to U.S. Coast Guard monitored DGPS systems, including both the Maritime and Nationwide DGPS services. All these numbers, located on the same page, can be found in the DOT telephone directory.

Conclusion

Changes have been made to the NDGPS PEA addressing each of the above comments. The FHWA looked at the three separate deployment alternatives for deployment of the NDGPS service in this PEA. Based on the comments received and further investigation, no single alternative alone would successfully fulfill the objectives of the system. The FHWA therefore proposes to employ a combination of the three alternatives. We believe that at least 67 sites and perhaps as many as 100 will be constructed for the NDGPS service, and, as discussed above, none of these sites would have a significant environmental impact. Each site will be considered against the programmatic data and if the potential for impact is imminent, the appropriate mitigation measures and environmental documentation will be developed and made available for review and comment. If there is a question as to whether a proposed site could have a significant impact, the FHWA will be responsible for the appropriate NEPA documentation.

Based on the comments received and available mitigation techniques, a finding of no significant impact at the programmatic level is assessed for the NDGPS.

Authority: 23 U.S.C. 315, sec. 346, Pub. L. 105-66, 111 Stat. 1425, 1449 (1997); and 49 CFR 1.48.

Issued on: September 22, 1999.

Kenneth R. Wykle,

Federal Highway Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Transportation Equity Act for the 21st Century; The National Corridor Planning and Development Program and the Coordinated Border Infrastructure Program

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Public workshops.

SUMMARY: The FHWA invites metropolitan planning organizations (MPO), Federal and State government agencies, and the public to attend one or any of five public workshops on the National Corridor Planning and Development Program (NCPD) and the Coordinated Border Infrastructure Program (CBI) and their application process. The NCPD and the CBI programs are funded by a single funding source. These programs provide funding for planning, project development, construction and operation of projects that serve border regions near Mexico and Canada and high priority corridors throughout the United States. States and MPOs are, under the NCPD program, eligible for discretionary grants for: Corridor feasibility; corridor planning; multistate coordination; environmental review; and construction. Border States and MPO are, under the CBI program, eligible for discretionary grants for: Transportation and safety infrastructure improvements, operation and regulatory improvements, and coordination and safety inspection improvements in a border region.

At each of the workshops, we will provide: An overview of the NCPD/CBI programs; details on the types of information DOT/FHWA is requesting; facts about how we will use this information; technical information for submitting data; advice on how to complete the application, should you choose to apply; and we will be requesting information about ways to improve and evaluate the programs in the future.

DATES: The workshops will be conducted between 8:30 a.m. and 4:30 p.m. on the first day and between 8:30 a.m. and 3:30 p.m. (local time) on the second day of the meetings at the following locations and dates:

1. October 12 and 13, 1999, Hunt Valley, MD, Embassy Suites Hotel, 213 International Circle, Hunt Valley, MD 21030.

2. October 19-20, 1999, Chicago, IL, Ambassador West Hotel, 1300 N. State Parkway, Chicago, IL.

3. October 25-26, Atlanta, GA; Renaissance Atlanta Hotel Downtown,

590 West Peachtree Street, Atlanta, GA 30308.

4. November 15-16, 1999, Seattle, WA (Tentative), Cavanaugh's on Fifth Avenue, 1415 Fifth Avenue, Seattle, WA 98101.

5. November 18-19, 1999, Phoenix, AZ (Tentative), Wyndham Metro Center, 10220 N. Metro Parkway East, Phoenix, AZ 85051.

A registration fee of \$75 is payable to Harrington-Hughes & Associates, Inc., 733 15th Street, NW., Suite 700, Washington, DC 20005.

FOR FURTHER INFORMATION CONTACT:

Specifics on registration and hotel accommodation information are available by calling Barbara Murdock of Harrington-Hughes & Associates, Inc., at (202) 289-7285. For workshop issues: Lisa Williams, Office of Intermodal and Statewide Programs, HEPS, (202) 366-6798; or for program issues: Martin Weiss, Office of Intermodal and Statewide Programs, HEPS, (202) 366-5010; Federal Highway Administration, 400 Seventh Street SW., Washington D.C. 20590.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded using a computer with a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of Federal Register's home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's web page at <http://www.access.gpo.gov/nara>.

Internet users may access a number of documents and links concerning the NCPD and CBI programs through the home page of the Corridor/Border Programs: <http://www.fhwa.dot.gov/hep10/corbor/corbor.html>.

Background

On August 30, 1999, at 64 FR 47222, the FHWA published implementation guidance for the national corridor planning and development program and the coordinated border infrastructure program.

Sections 1118 and 1119 of the Transportation Equity Act for the 21st Century (TEA-21), Public Law 105-178, 112 Stat. 107, at 161, establish the NCPD and CBI programs, respectively. These programs respond to substantial interest dating from, as early as, 1991. In that year, the Intermodal Surface Transportation Efficiency Act (ISTEA), Public Law 102-240, 105 Stat. 1914, designated a number of high priority corridors. Subsequent legislation

modified the corridor descriptions and designated additional corridors. Citizen and civic groups promoted many of these corridors as, for example, a means to accommodate international trade. Similarly, since 1991, a number of studies identified infrastructure and operation deficiencies near the U.S. borders with Mexico and Canada. Also various groups, some international and/or intergovernmental, studied opportunities to improve infrastructure and operations.

In 1997, the DOT's Strategic Plan for 1997-2002 was established. The strategic goals in this plan are: Safety, mobility, economic growth and trade, human and natural environment, and national security. In 1998, the FHWA's National Strategic Plan was established. The strategic goals in this plan are: Mobility, safety, productivity, human and natural environment and national security. Both sets of goals are consistent with the language of TEA-21, including sections 1118 and 1119.

The NCPD and CBI programs are funded by a single funding source. The combined authorized funding for these two programs is \$140 million in each year from FY 1999 to Fiscal Year 2003 (a total of \$700 million). However, obligations are limited each year by the requirements of section 1102 (Obligation Ceiling) of the TEA-21.

Under the NCPD program, funds are available to States and MPOs for coordinated planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade. Under the CBI program, funds are available to border States and MPOs for projects to improve the safe movement of people and goods at, or across, the border between the United States and Canada, and the border between the United States and Mexico. In addition, the Secretary of Transportation (Secretary) may transfer up to a total of \$10 million of combined program funds, over the life of the TEA-21, to the Administrator of GSA Services Administration (GSA) for the construction of transportation infrastructure necessary for law enforcement in border States. Such transfer(s) will be made, based on funding requested and supporting information furnished by the Administrator of GSA. Finally, the Secretary will implement any provisions in legislation that directs that FY 2000 NCPD/CBI funds be used for specific projects. Based on the factors noted above (*i.e.*, obligation limitations, transfer of funds to GSA and legislation), the FHWA anticipates that between \$95 million and \$130 million

will be available for allocation for projects submitted in response to this notice.

The Federal share for these funds is set by 23 U.S.C. 120 (generally 80 percent plus the sliding scale adjustment in States with substantial public lands). The period of availability for obligation is the fiscal year for which the funds are authorized and the three years following. States which receive an allocation of funds under these programs will, at the same time, receive an increase in obligation authority equal to the allocation. Under section 1102 of TEA-21, obligation authority for discretionary programs that is provided during a fiscal year is extinguished at the end of the fiscal year. Funds allocated to projects which, under the NCPD/CBI programs, receive an obligation authority increase for FY 2000, must therefore be obligated during FY 2000 or be withdrawn for redistribution.

FHWA strongly urges all MPO's, State and local governments, as well as the public to participate and provide feedback. With MPO's State and local governments all contributing, we can be successful. Please attend one of five public workshops to learn how you can participate.

Authority: 23 U.S.C. 315; secs. 1118 and 1119, Pub. L. 105-178, 112 stat. 107, at 161 (1998); and 49 CFR 1.48.

Issued on September 24, 1999.

Jill L. Hochman,

Director, Intermodal and Statewide Programs.
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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-99-5143; Notice No. 99-9]

Hazardous Materials: Advisory Guidance; Transportation of Flammable Gas Torches

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

ACTION: Advisory Guidance.

SUMMARY: This advisory guidance is to remind all persons who travel or ship materials by aircraft that flammable gas torches are prohibited in passenger-checked or carry-on baggage and regulatory restrictions apply when flammable gas torches are offered as cargo for air transport. Recent incidents in which flammable gas torches ignited during transportation suggest that many persons are not aware of the

requirements and prohibitions applicable to flammable gases and flame-producing devices.

FOR FURTHER INFORMATION CONTACT: Eric Nelson, Office of Hazardous Materials Standards, RSPA, Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590-0001, Telephone (202) 366-8553, or William Wilkening, Dangerous Goods and Cargo Security Program, FAA, Department of Transportation, 800 Independence Avenue, SW, Washington, DC 20591 Telephone (202) 267-7530.

SUPPLEMENTARY INFORMATION: Recent incidents involving micro-torches and larger torches in the air transport system highlight an urgent need to warn airline passengers not to pack flammable gas torches in their checked or carry-on baggage. In addition, persons offering these torches as cargo for transportation are subject to the Hazardous Materials Regulations (HMR; 49 CFR Parts 171-180) and must comply with all applicable requirements.

I. Background

The Federal Aviation Administration (FAA) has made RSPA aware of several recent incidents where flammable gas torches ignited during transportation that highlight the need to assure torches are transported in accordance with the requirements in the HMR, because of the risks posed by passengers carrying torches in their checked or carry-on baggage.

On April 22, 1999, at Seattle Tacoma Airport, checked baggage was being transferred between connecting flights. Ramp personnel heard a popping sound coming from a soft-sided duffel bag, and then noted a burning smell and heat emanating from the bag. When the bag was opened, air carrier personnel discovered a compressed gas cylinder fitted with a self-igniting torch assembly, with the switch in the "on" position. The bag also contained a butane barbeque lighter, a one-quart can of flammable paint, and an eight-ounce can of flammable adhesive, which are all regulated materials.

On April 1, 1999, at a cargo air carrier's sort facility in New York City, a box containing a cylinder charged with a flammable compressed gas caught fire. The electronic igniter on the torch head, which was attached to the gas cylinder, was discovered with its switch in the "on" position. Apparently, the package contents, which were loosely arranged, shifted enough to activate the trigger of the torch head, which ignited the gas, causing a flame that ignited the package.

On February 21, 1999, at the Detroit Metropolitan Wayne County Airport,