

private or other public funding being provided as part of this project. Only indicate those amounts of funding that are firm with documented commitments. The submission must include written confirmation of these commitments from the entity controlling the funds.

16. Previous Interstate Discretionary (ID) Funding—Indicate the amount and fiscal year of any previous ID funds received for the project.

17. Future Funding Needs—Indicate the estimated future funding needs for the project, the items of work to be completed and projected scheduling.

18. Talking Points Briefing—A one-page talking points paper covering basic project information for each candidate project submitted for ID funding is needed for use by the Office of the Secretary for the congressional notification process in the event a project is selected for funding. For your guidance a sample paper is attached to this memorandum.

Division Office Responsibilities

In order to ensure that the submitted candidate projects are complete and properly prepared, the division office must:

1. Provide the information regarding project eligibility, selection criteria and submission requirements to the State transportation agency, and
2. Review all candidate project applications submitted by the State prior to sending them to this office to ensure that they are complete and meet the above requirements.

We are requesting that candidate project submissions be forwarded to the Chief, Federal-Aid and Design Division, HNG-12, not later than September 15, 1998. *Projects received after this date may not receive full consideration.*

When sending in candidate projects, the States must understand that any qualified project may or may not be selected and it may be necessary to supplement allocated ID funds with other Federal-aid and/or State funds to construct a section of highway which will be usable to the traveling public in as short a period of time as possible.

Allocations of ID funds shall remain available until expended. Obligation limitation will be distributed with each allocation of funds.

As a reminder, any requests to adjust the amount of ID funds allocated to a previously approved project must be forwarded in writing to the Chief, Federal-Aid and Design Division, HNG-12, for approval. Furthermore, funds from unobligated allocations or project underruns cannot be used for another ID project without the written approval of

the Chief, Federal-Aid and Design Division.

Questions concerning preparation of applications and other matters may be directed to Mr. Cecilio Leonin of the Federal-Aid and Design Division, HNG-12, telephone (202) 366-4651.

Signed by Thomas J. Ptak.

Attachment—Sample Talking Points Briefing for Secretary Slater

Note: These talking points will be used by the Office of the Secretary in making congressional notification contacts. Since some of the recipients of the calls may not be closely familiar with the highway program, layman's language should be used to the extent possible. Information contained in the talking points may be used by a member of Congress in issuing a press release announcing the discretionary allocation.

Interstate Discretionary (ID) Funds

Grantee: <List full name of State Highway Agency>

Project No: ID-xxx-x(xxx)

<List each project number in this format>
FHWA Funds: \$xx,xxx,xxx. <If more than one project, also show cost for each>

- These two projects, in conjunction with a currently active contract, complete the reconstruction and widening of the existing four-lane I-xx through Any town, Your State. Project ID-xxx-x(xxx) extends along I-xx from U.S. 25 (Augusta Road) to the Reedy River, a distance of 2.2 miles. Project ID-xxx-y(yyy) extends along I-xx from Highway 20 to U.S. 25, a distance of 1.8 miles.

- Project ID-xxx-x(xxx) is in Congressional district <add number and member's name>. Project ID-xxx-y(yyy) is in Congressional district <add number and member's name>.

- These two projects, along with a new interchange on I-ZZZ in Richland County will complete the Interstate System in <Your State>.

- Both projects provide for the addition of a general purpose lane in each direction and resurfacing of the entire roadway. Also included are upgraded traffic signs and roadside safety features. The completed facility will provide for three lanes of traffic in each direction.

- These projects will be advertised for construction in <month/year> and are scheduled for completion in <month/year>.

<Try to add a bullet or two which indicates an interesting facet of the project, such as the two bullets which follow.>

- Project ID-xxx-y(yyy) also includes the creation of zz acres of replacement wetlands as an environmental mitigation.

- Project ID-xxx-x(xxx) will be the second project in the State to incorporate the formal "Partnering" process in an effort to foster an environment of cooperation between the State and the contractor.

[FR Doc. 98-24915 Filed 9-17-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Research and Development Programs Meeting Agenda

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: This notice provides the agenda for a public meeting at which the National Highway Traffic Safety Administration (NHTSA) will describe and discuss specific research and development projects.

DATES AND TIMES: As previously announced, NHTSA will hold a public meeting devoted primarily to presentations of specific research and development projects on September 17, 1998, beginning at 1:30 p.m. and ending at approximately 5:00 p.m.

ADDRESSES: The meeting will be held at the Tysons Westpark Hotel, 8401 Westpark Drive, McLean, Virginia.

SUPPLEMENTARY INFORMATION: This notice provides the agenda for the twenty-first in a series of public meetings to provide detailed information about NHTSA's research and development programs. This meeting will be held on September 17, 1998. The meeting was announced on August 14, 1998 (63 FR 43740). For additional information about the meeting, consult that announcement.

Starting at 1:30 p.m. and concluding by 5:00 p.m., NHTSA's Office of Research and Development will discuss the following topics:

EDR Briefing by General Motors
Crash Test Procedures Analysis
Injury Criteria Development,
Status of Special Crash Investigations.

NHTSA has based its decisions about the agenda, in part, on the suggestions it received in response to the announcement published August 14, 1998.

As announced on August 14, 1998, in the time remaining at the conclusion of the presentations, NHTSA will provide answers to questions on its research and development programs, where those questions have been submitted in writing to Raymond P. Owings, Ph.D., Associate Administrator for Research and Development, NRD-01, National Highway Traffic Safety Administration, Washington, DC 20590. Fax number: 202-366-5930.

FOR FURTHER INFORMATION CONTACT: Rita I. Gibbons, Staff Assistant, Office of Research and Development, 400 Seventh Street, S.W., Washington, DC

20590. Telephone: 202-366-4862. Fax number: 202-366-5930.

Issued: September 14, 1998.

Raymond P. Owings,

Associate Administrator for Research and Development.

[FR Doc. 98-25014 Filed 9-17-98; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

Indexing the Annual Operating Revenues of Railroads

This Notice sets forth the annual inflation adjusting index numbers which are used to adjust gross annual operating revenues of railroads for classification purposes. This indexing methodology will insure that regulated carriers are classified based on real business expansion and not from the effects of inflation. Classification is important because it determines the extent of reporting for each carrier.

The railroad's inflation factors are based on the annual average Railroad's Freight Price Index. This index is developed by the Bureau of Labor Statistics (BLS). This index will be used to deflate revenues for comparison with established revenue thresholds.

The base year for railroads is 1991. The inflation index factors are presented as follows:

	Railroad freight index	
	Index	Deflator percent
1991	409.5	100.00
1992	411.8	99.45
1993	415.5	98.55
1994	418.8	97.70
1995	418.17	97.85
1996	417.46	98.02
1997	419.67	97.50

¹ Ex Parte No. 492, *Montana Rail Link, Inc., and Wisconsin Central Ltd., Joint Petition For Rulemaking With Respect To 49 CFR 1201, 8 I.C.C. 2d 625 (1992)*, raised the revenue classification level for Class I railroads from \$50 million to \$250 million (1991 dollars), effective for the reporting year beginning January 1, 1992. The Class II threshold was also revised to reflect a rebasing from \$10 million (1978 dollars) to \$20 million (1991 dollars).

EFFECTIVE DATE: January 1, 1997.

FOR FURTHER INFORMATION CONTACT:

Scott Decker (202)-565-1531. (TDD for the hearing impaired: (202) 565-1695)

By the Board, Vernon A. Williams, Secretary.

Vernon A. Williams,

Secretary.

[FR Doc. 98-25094 Filed 9-17-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-57 (Sub-No. 47X)]

Soo Line Railroad Company— Abandonment Exemption—in Hennepin County, MN

Soo Line Railroad Company (Soo) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon an approximately .10-mile line of its railroad known as the Minneapolis Terminal Line between milepost 4.09+/-near the western edge of Colfax Avenue North to milepost 4.19+/-near the western edge of Aldrich Avenue North, in Minneapolis, Hennepin County, MN. The line traverses United States Postal Service Zip Code 55405.

Soo has certified that: (1) no local traffic has moved over the line for at least 2 years; (2) any overhead traffic on the line can be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on October 18, 1998, unless stayed pending reconsideration. Petitions to stay that do not involve

environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by September 28, 1998. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by October 8, 1998, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: Larry D. Starns, Esq., Leonard, Street and Deindard Professional Association, 150 South Fifth Street, Suite 2300, Minneapolis, MN 55402.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

Soo has filed an environmental report which addresses the effects of the abandonment, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by September 23, 1998. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1545. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), Soo shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by Soo's filing of a notice of consummation by September 18, 1999, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: September 11, 1998.

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 49 CFR 1002.2(f)(25).