

Date: August 26, 1997.

**William Leary,**

*Acting Deputy Assistant Secretary for Fish and Wildlife and Parks.*

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## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 62

[FL-70-9738b; FRL-5920-4]

#### Approval and Promulgation of State Plans For Designated Facilities and Pollutants: Florida

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** EPA proposes to approve the Section 111(d)/129 State Plan submitted by Florida on November 18, 1996. The State Plan was submitted by Florida to satisfy certain Federal Clean Air Act requirements. In the Final Rules Section of this **Federal Register**, EPA is approving the State's Plan submittal as a direct final rule without prior proposal because the Agency views this as a noncontroversial submittal and anticipates that it will not receive any significant, material, and adverse comments. A detailed rationale for the approval is set forth in the direct final rule and incorporated by reference herein. If no significant, material, and adverse comments are received in response to this proposed rule, no further activity is contemplated in relation to this proposed rule. If EPA receives adverse comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. EPA will not institute a second comment period on this action.

**DATES:** Comments on this proposed rule must be received in writing by December 15, 1997.

**ADDRESSES:** Written comments should be addressed to Joey LeVasseur at the EPA Regional Office listed below. Copies of the documents relevant to this proposed rule are available for public inspection during normal business hours at the following locations. The interested persons wanting to examine these documents should make an appointment with the appropriate office at least 24 hours before the day of the visit.

Environmental Protection Agency,  
Region 4, Air and Radiation

Technology Branch, 61 Forsyth Street, SW, Atlanta, Georgia 30303-3104. Florida Department of Environmental Protection, Air Resources Management Division, Twin Towers Office Building, 2600 Blair Stone Road, Tallahassee, Florida 32399-2400.

**FOR FURTHER INFORMATION CONTACT:** Scott Davis at 404/562-9127 or Joey LeVasseur at 404/562-9035.

**SUPPLEMENTARY INFORMATION:** See the information provided in the Direct Final action which is located in the Rules Section of this **Federal Register** and incorporated by reference herein.

Dated: October 15, 1997.

**A. Stanley Meiburg,**

*Acting Regional Administrator.*

[FR Doc. 97-29859 Filed 11-12-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### 49 CFR Part 350

#### Public Meeting To Discuss the Development of Functional Specifications for Performance-Based Brake Testers Used To Inspect Commercial Motor Vehicles

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** The FHWA is announcing a public meeting to discuss the development of functional specifications for performance-based brake testing machines purchased with Federal funds through the FHWA's Motor Carrier Safety Assistance Program (MCSAP). The FHWA is nearing the completion of a multi-year research program to evaluate prototype performance-based brake testing technologies, including roller dynamometers, flat-plate brake testers, and breakaway torque brake testers. The agency has determined that certain performance-based brake testing machines are eligible for funding under MCSAP but only as screening and sorting devices in commercial vehicle inspections. The purpose of the public meeting is to discuss the establishment of generic functional specifications that would be applicable to a range of brake testing technologies. The functional specifications would serve as guidelines for the States to use in determining whether the purchase of a specific brake tester would be an eligible expense under the MCSAP.

**DATES:** The meeting will be held on December 8, 1997. The meeting will begin at 9:00 a.m. and end at 4:00 p.m. The meeting will include a presentation of the results to date from the brake tester evaluation program and a review of preliminary functional specifications.

**ADDRESSES:** The meeting will be held at the National Highway Traffic Safety Administration's (NHTSA) Vehicle Research and Test Center in East Liberty, Ohio.

**FOR FURTHER INFORMATION CONTACT:** Mr. Larry W. Minor, Vehicle and Operations Division, Office of Motor Carrier Research and Standards, (202) 366-4009; Mr. Steve Kepler, Intelligent Transportation Systems—Commercial Vehicle Operations Division, Office of Motor Carrier Safety and Technology, (202) 366-0950; or Mr. Paul Alexander, State Programs Division, Office of Motor Carrier Safety and Technology (202) 366-9579, Federal Highway Administration, 400 Seventh Street, SW., Washington, D. C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Background

In 1993, the FHWA initiated a research program to evaluate various performance-based brake testing technologies for use on commercial motor vehicles. The purpose of the program was to determine, through field-test data collection, if performance-based brake inspection technologies could improve or assist with the throughput and accuracy of the current inspection techniques which involve visual examination of components, measurement of push-rod travel on air-braked vehicles, and listening for air leaks. Following the completion of the first task of the program, in which various performance-based technologies were analyzed, several of the systems were selected for evaluation in a roadside field-test inspection program.

During the field tests, inspections were performed using both visual and performance-based methods to compare their ability to detect vehicle brake defects. In particular, a Commercial Vehicle Safety Alliance Level 4 inspection (consisting of the brake and tire portion of a Level 1 inspection) was conducted in addition to a performance-based brake test. The dual inspections were performed by State officials in each of eight States that volunteered to participate in the field test program.

The data collected from these dual inspections were tabulated and