

and Not-for-profit institutions, Federal Government, and State, Local or Tribal Government.

Abstract: The Federal odometer law, 49 U.S.C. Chapter 327, and implementing regulations, 49 CFR Part 580, require each transferor of a motor vehicle to provide the transferee with a written disclosure of the vehicle's mileage. This disclosure is to be made on the vehicle's title, or in the case of a vehicle that has never been titled, on a separate form. If the title is lost or is held by a lienholder, and where permitted by state law, the disclosure can be made on a state-issued, secure power of attorney.

Estimated Annual Burden: 2,586,160 hours.

(2) *Title:* Upper Interior Component Head Impact Protection Phase-in Reporting Requirements.

OMB Control Number: 2127-0581.

Type of Request: Extension of a currently approved collection.

Affected Public: Business or other for-profit.

Abstract: 15 U.S.C. 1392 of the National Traffic and Motor Vehicle Safety Act of 1966, authorizes the issuance of Federal Motor Vehicle Safety Standards (FMVSS). The agency, in prescribing a FMVSS, is to consider available relevant motor vehicle safety data, and to consult with the Vehicle Equipment Safety Commission and other agencies as it deems appropriate. Further, the Act mandates that in issuing any FMVSS, the agency considers whether the standard is "reasonable, practicable and appropriate for the particular type of motor vehicle or item of motor vehicle equipment for which it is prescribed," and whether such standards will contribute to carrying out the purpose of the Act. The Secretary is authorized to revoke such rules and regulations as she/he deems necessary to carry out this subchapter.

Annual Estimate Burden: 1,260 hours.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention DOT Desk Officer.

Comments Are Invited On

Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of

information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Issued in Washington, DC, on July 16, 1998.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 98-19564 Filed 7-22-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Environmental Impact Statement: Cincinnati/Northern Kentucky International Airport; Covington, KY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent.

SUMMARY: The Federal Aviation Administration announces that it will prepare an Environmental Impact Statement (EIS) for implementation of projects proposed in the Master Plan for Cincinnati/Northern Kentucky International Airport.

FOR FURTHER INFORMATION CONTACT:

Peggy S. Kelley, Federal Aviation Administration, Airports District Office, 3385 Airways Blvd., Suite 302, Memphis, Tennessee 38116-3841; Telephone 901-544-3495, Ext. 19.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration will prepare and consider an EIS for implementation of proposed projects in the Master Plan Update for Cincinnati/Northern Kentucky International Airport.

The Kenton County Airport Board completed its Master Plan Update in 1996. The Master Plan was accepted by FAA June 7, 1996. The Airport Layout Plan was conditionally approved June 7, 1996, subject to environmental analysis. Major airfield improvements proposed in the Master Plan and to be assessed in the EIS are a third parallel north/south runway, 8000 feet long, located approximately 4300 feet west of the existing Runway 18R-36L; an extension of Runway 9-27, 2000 feet to the west; and construction of additional taxiways or taxiway extensions. Other improvements include proposed terminal expansion; proposed aviation related development; associated road relocation and construction; and parking improvements.

The Kenton County Airport Board conducted numerous workshops and a public hearing during the development of the Master Plan Study. To ensure that the full range of issues related to the proposed projects are addressed and that all significant issues are identified, FAA intends to consult and coordinate with Federal, State and local agencies which have jurisdiction by law or have specific expertise with respect to any environmental impacts associated with the proposed projects. The meeting for public agencies will be held at Cincinnati/Northern Kentucky International Airport Board Room, located on the second level of Terminal One at the Airport, at 1:00 p.m., Tuesday, August 18, 1998. FAA will also solicit input from the public with two meetings. The first public scoping meeting will be Tuesday, August 18, 1998, from 5:00 to 8:00 p.m. at Oak Hills High School, 3200 Ebenezer Road, Cincinnati, Ohio, and the second public scoping meeting will be Wednesday, August 19, 1998, from 5:00 to 8:00 p.m. at Conner Middle School, 3300 Cougar Path, Hebron, Kentucky. In addition to providing input at the public scoping meetings, the public may submit written comments on the scope of the environmental study to the address identified in **FOR FURTHER INFORMATION CONTACT**. Comments should be submitted within 30 days of the publication of this Notice.

Issued on July 9, 1998, in Memphis, Tennessee.

Charles L. Harris,

Assistant Manager, Memphis Airports District Office.

[FR Doc. 98-19584 Filed 7-22-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 135; Environmental Conditions and Test Procedures for Airborne Equipment

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. Appendix 2), notice is hereby given for Special Committee (SC)-135 meeting to be held August 6-7, 1998, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

The agenda will include: (1) Chairman's Opening Remarks; (2) Introductions; (3) Acknowledgement/Identification of Change Coordinators for Each Section of DO-160; (4) Review and Approval of Minutes of the

Previous Meeting; (5) Review Papers/Comments Received Since the Release of DO-160D; (6) Identify Next Steps and Develop a Plan to Accomplish Them; (7) Review Section 20 Working Group Activities; (8) New/Unfinished Business; (10) Closing.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on July 17, 1998.

Janice L. Peters,

Designated Official.

[FR Doc. 98-19667 Filed 7-22-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Transportation Equity Act for the 21st Century; Implementation Guidance for Discretionary Program Funds for Bridges, Ferry Boats, Interstate Maintenance, and Public Lands Highways

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: This document publishes implementation guidance on the Transportation Equity Act for the 21st Century (TEA-21) enacted on June 9, 1998, for eligible candidate projects in Fiscal Year 1999 concerned with the discretionary bridge program and in Fiscal Years 1998 and 1999 concerned with the ferry boat discretionary program, the interstate maintenance discretionary program, and the public lands highways discretionary program. Implementation guidance materials on these topics were issued to FHWA region and division offices on June 25, 1998. This material describes activities eligible for discretionary funding, the application process, and criteria used to evaluate candidate projects.

FOR FURTHER INFORMATION CONTACT: *For bridge program:* Mr. Robert C. Wood, HNG-33, (202)366-4622; *For ferry boat program:* Mr. John C. Wasley, HNG-12, (202)366-4658; *For interstate maintenance program:* Mr. Cecilio A.

Leonin, HNG-12, (202)366-4651; *For public lands highway program:* Mr. Lawrence J. Beidel, HNG-12, (202)366-1564; *For legal issues:* Mr. Wil Baccus, HCC-32, Office of the Chief Counsel, (202)366-1396, Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590-0001. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except for Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

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

Background

The TEA-21 (Pub. L. 105-178, 112 Stat. 107) implementation guidance published in this **Federal Register** notice is provided for informational purposes. Specific questions on any of the material published in this notice should be directed to the contact person named in the caption **FOR FURTHER INFORMATION CONTACT** for the program in which you have interest.

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

Issued on: July 15, 1998.

Kenneth R. Wykle,

Federal Highway Administrator.

The text of four FHWA memoranda follows:

June 25, 1998.

[HNG-33]

ACTION: Request for Projects for Fiscal Year (FY) 1999 Discretionary Bridge Program

(Reply Due: September 1, 1998)

Associate Administrator for Program Development
Regional Administrators
Division Administrators

With passage of the Transportation Equity Act for the 21st Century (TEA-21), the Discretionary Bridge Program (DBP) has been continued through FY 2003. Section 1109 of TEA-21 authorizes in FY 1999, \$100 million for bridge replacement and rehabilitation projects with a maximum of \$25 million of that amount being available only for projects for the seismic retrofit of bridges, including projects in the New Madrid fault region.

With this memorandum, we are requesting submission of eligible candidate projects for FY 1999 DBP

funds. We are requesting that candidate project submissions be received in Headquarters no later than September 1. Candidate projects should be supported by State documents, including a description of the proposed project(s), total project(s) costs, anticipated letting date(s), and a one page project briefing paper.

Eligibility

The DBP funds are available for deficient highway bridges located on Federal-aid highways that have a replacement or rehabilitation cost of more than \$10 million, or a cost that is twice the amount apportioned under 23 U.S.C. 144(e) to the State in which the bridge is located. Please refer to 23 CFR 650 Subpart G for additional eligibility criteria.

In accordance with 23 U.S.C. 144(d), seismic retrofit projects for non-deficient highway bridges are also eligible. Therefore, bridges only in need of seismic retrofitting will be considered along with deficient bridges for allocating a portion of the FY 1999 funds.

Selection Criteria

The DBP selection criteria have previously been published in the **Federal Register** (48 FR 52296, November 17, 1983) and are also codified as 23 CFR 650 Subpart G. To evaluate the submitted candidates for selection, we will be considering several criteria. The following statutory and regulatory criteria are found in 23 U.S.C. 144(d), 23 CFR 650 Subpart G, and Section 1223 of TEA-21:

1. The Rating Factor formula (23 CFR 650 Subpart G),

2. Special considerations including unique situations (23 CFR 650 Subpart G). The FHWA has identified the need for seismic retrofitting as a unique situation.

3. Seismic retrofit allocations for non-deficient bridges (23 U.S.C. 144(d)).

4. Priority may be given to funding a transportation project relating to an international quadrennial Olympic or Paralympic event, or a Special Olympics International event if the project meets the extraordinary needs associated with such events and is otherwise eligible for assistance with DBP funds (Section 1223).

The following criteria are also considered in the evaluation of candidates for the DBP:

1. Leveraging of private or other public funding—Because the annual requests for funding far exceed the available DBP funds, a commitment of other funding sources to complement