

for the project. Subsequent legal action resulted in a determination that the SEIS must be completed before the project could proceed. Since the approval date for the Draft SEIS was over three years old, the FHWA completed a reevaluation of the Draft document and found that it remains valid. Therefore, the FHWA will reinstate the process to complete the Supplemental Environmental document process.

The FHWA has determined that a formal scoping meeting is not necessary.

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

David R. Geiger,

P.E., Division Administrator, Kansas Division, Federal Highway Administration, Topeka, Kansas.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Amtrak Reform Council; Notice of Meeting

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Amtrak Reform Council meeting.

SUMMARY: As provided in Section 203 of the Amtrak Reform and Accountability Act of 1997, the Federal Railroad Administration (FRA) gives notice of a meeting of the Amtrak Reform Council ("ARC or Council"). The purpose of the meeting is to receive a briefing from the executive director, continue Amtrak's response to the Department of Transportation's Inspector General's independent assessment report of Amtrak's financial needs, discuss the Council's work program and schedule for the coming year and to take up such other matters as the Council or its members deem appropriate.

DATES: The meeting is scheduled from 1:00 p.m. to 4:30 p.m. on Monday, March 15, 1999.

ADDRESSES: The meeting will be held in room 9210 at the U.S. Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. The meeting is open to the public on a first-come, first-served basis. Portions of the meeting may be closed to the public at the discretion of the Council if proprietary information is to be discussed. Persons in need of special arrangements should contact the person whose name is listed below.

FOR FURTHER INFORMATION CONTACT: Tom Till, Executive Director, Amtrak Reform

Council, JM-ARC, Room 7105, 400 Seventh Street, S.W., Washington, D.C. 20590 or by telephone at (202) 366-0591.

SUPPLEMENTARY INFORMATION: The ARC was created by the Amtrak Reform and Accountability Act of 1997 (ARAA) as an independent commission to evaluate Amtrak's performance and make recommendations to Amtrak for achieving further cost containment and productivity improvements, and financial reforms. In addition, the ARAA requires: that the ARC monitor cost savings resulting from work rules established under new agreements between Amtrak and its labor unions; that the ARC provide an annual report to Congress that includes an assessment of Amtrak's progress on the resolution of productivity issues; and that after two years the ARC begin to make findings on whether Amtrak can meet certain financial goals and, if not, to notify the President and the Congress.

The ARAA provides that the ARC consist of eleven members, including the Secretary of Transportation and ten others nominated by the President or Congressional leaders. Each member is to serve a 5 year term.

Issued in Washington, D.C., on March 3, 1999.

Mark E. Yachmetz,

Chief, Passenger Programs Division.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-5200; Notice 1]

Capacity of Texas, Inc.; Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 105

We are asking your views on the application by Capacity of Texas, Inc., of Longview, Texas ("Capacity"), for a three-year exemption from requirements of Motor Vehicle Safety Standard No. 105 *Hydraulic and Electric Brake Systems* that are effective March 1, 1999. Capacity has applied on the basis that "compliance would cause substantial economic hardship to a manufacturer that has tried in good faith to comply with the standard." 49 CFR 555.6(a).

We are publishing this notice of receipt of the application in accordance with our regulations on temporary exemptions. This action does not represent any judgment by us about the merits of the application. The

discussion that follows is based on information contained in Capacity's application.

Why Capacity Needs a Temporary Exemption

On and after March 1, 1999, S5.5 of Standard No. 105 requires any motor vehicle with a gross vehicle weight rating (GVWR) greater than 10,000 pounds, except for a vehicle that has a speed attainable in 2 miles of not more than 33 mph, to be equipped with an antilock brake system. Capacity manufactures bus chassis that it provides to World Trans, Inc., of Hutchinson, Kansas, for completion. However, with respect to the buses that will be covered by the exemption, if granted, Capacity has informed us that, pursuant to the option granted the manufacturer of an incomplete vehicle by 49 CFR 568.7(a), it will assume the responsibilities of the final-stage manufacturer (World Trans), certifying that the completed buses comply with all applicable Federal motor vehicle safety standards, and provide notification and remedy if required. In the meantime, the usual commercial relationship between Capacity and World Trans need not be interrupted; World Trans, as a final-stage manufacturer, may complete the bus in such a manner that it conforms to the standards in effect on the date that the incomplete vehicle was manufactured. Therefore, buses whose manufacture is completed on or after March 1, 1999, are not required to comply with antilock requirements if their chassis was manufactured before March 1, 1999 (see 49 CFR 568.6(a)).

Why Compliance Would Cause Capacity Substantial Economic Hardship

Capacity produces a limited quantity (100 or less yearly) bus chassis for World Trans, and, as discussed more fully below, has been unable to find a vendor who is willing to provide antilock controllers. Therefore, if Capacity is not granted an exemption, it will have to withdraw the chassis from production, and World Trans's bus production will be diminished. This will cause both Capacity and World Trans to lose income in each of the three years for which exemption has been requested. Capacity's projected net income for its fiscal year ending October 31, 1998, was \$2,631,018. Its projected net income for the year ending October 31, 1999, is \$2,286,617 if an exemption is granted, and \$1,945,087 if it is not. Thus, net income would be reduced by \$341,530 in the absence of an exemption covering production from March 1-October 31, 1999.