

In accordance with the National Environmental Policy Act, the Draft EIS will be prepared with required engineering design and environmental studies. These studies are necessary to propose a preferred alternative and to complete the document. After its publication, the Draft EIS will be available for public and agency review and comments, and a public hearing will be held. On the basis of the Draft EIS and the comments received, a preferred alternative will be selected and preparation of the Final EIS and Record of Decision will proceed.

FHWA, CDOT and other local agencies invite interested individuals, organizations, and federal, state and local agencies to participate in defining the alternatives to be evaluated in the EIS and identifying any significant social, economic, or environmental issues related to the proposed alternatives. Information describing the purpose of the project, the proposed alternatives, the areas to be evaluated, the citizen involvement program, and the preliminary project schedule will be available. These scoping materials may be requested by contacting Ms. Cecelia Joy at the address and phone number above. Scoping comments may be made verbally or in writing to Ms. Joy and at future public meetings. Refinements to scoping will continue through coordination with affected parties, organizations, federal, state and local agencies and one-on-one meetings.

Information describing the status of the project and soliciting comments will be sent to appropriate Federal, State, local agencies, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal.

The public will receive notices on location and time of future meetings and public hearings through newspaper advertisements and other means.

To ensure that a full range of issues related to this proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. If you wish to be placed on the mailing list to receive further information as the project develops, contact Ms. Cecelia Joy at the address above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities apply to this program)

Issued on: May 18, 1999.

**Ronald A. Speral,**

*Environmental/ROW Manager, Colorado Division, Federal Highway Administration, Lakewood, Colorado.*

[FR Doc. 99-13610 Filed 5-27-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-99-5014; notice 2]

#### Bridgestone/Firestone, Inc.; Grant of Application for Decision of Inconsequential Noncompliance

Bridgestone/Firestone, Inc. (Bridgestone) determined that certain tires manufactured in 1998 of various sizes and brands are not in full compliance with 49 CFR 571.119, Federal Motor Vehicle Safety Standard (FMVSS) No. 119, "New pneumatic tires for vehicles other than passenger cars," and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." Bridgestone also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

Although the applicant stated this was a noncompliance with FMVSS No. 119, NHTSA considers this to be a noncompliance with Federal Motor Vehicle Safety Standard (FMVSS) No. 109, New pneumatic tires. On March 2, 1999, the agency received a letter from Bridgestone concurring that the relevant standard is indeed FMVSS No. 109.

Notice of receipt of the application was published, with a 30-day comment period, on February 15, 1999, in the **Federal Register** (64 FR 6937). NHTSA received no comments on this application during the 30-day comment period.

Paragraph S4.3.2 of FMVSS No. 109 requires each tire to be marked in accordance with Part 574, Tire Identification and Recordkeeping. If a tire lacks this correct information, it fails to comply with FMVSS No. 109 and is subject to the notification and remedy requirements of Chapter 301, unless exempted pursuant to 49 U.S.C. 30118(d) and 30120(h) on grounds of inconsequentiality.

On December 12, 1998, Bridgestone produced approximately 1,389 tires with an incorrect date code. The affected tires were marked incorrectly with a date code of "509," instead of the correct date code of "508." The tires

were manufactured at Bridgestone's Oklahoma City Plant.

Bridgestone supports its application for inconsequential noncompliance by stating that all of the tires manufactured in the affected sizes and brands meet all the agency's requirements, except the correct date code. The purpose of the date code is to identify a tire so that, if necessary, the appropriate action can be taken in the interest of public safety—such as, a safety recall notice.

The agency believes that in the case of a tire labeling noncompliance, the true measure of its inconsequentiality to motor vehicle safety is whether the mislabeling would affect the manufacturer's ability to locate them, if the tires were to be recalled for a performance-related noncompliance. Bridgestone has stated that it will include the 509 code in any future recall of tires manufactured in its Oklahoma City plant during the 50th week of 1998. In addition, the tires meet all of the agency's safety performance requirements.

In consideration of the foregoing, NHTSA has decided that the applicant has met its burden of persuasion that the noncompliance it describes is inconsequential to safety. Accordingly, its application is granted, and the applicant is exempted from providing the notification of the noncompliance that is required by 49 U.S.C. 30118, and from remedying the noncompliance, as required by 49 U.S.C. 30120.

(49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: May 25, 1999.

**L. Robert Shelton,**

*Associate Administrator for Safety Performance Standards.*

[FR Doc. 99-13645 Filed 5-27-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Research and Special Programs Administration

[Docket No. RSPA-99-5143 (Notice No. 99-7)]

#### Hazardous Materials Transportation Advisory; Year 2000 (Y2K) Conversion

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

**ACTION:** Year 2000 (Y2K) enforcement policy advisory notice.

**SUMMARY:** Because many elements of the nation's transportation system rely on computers, computerized equipment, and electronic databases, the year 2000 may see potential problems and disruptions that could have an adverse