

Maritime Administration

Title: Port Facility Conveyance Information.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133-0524.

Affected Public: Eligible port entities.

Abstract: Public Law 103-160 authorizes the Department of Transportation to convey to public entities surplus Federal property needed for development or operation of a port facility. The information collection will allow the Maritime Administration to approve the conveyance of property and administer the port facility conveyance program.

Need and Use of the Information: The information collection is necessary for MARAD to determine whether (1) the community is committed to the redevelopment/reuse plan, (2) the redevelopment/reuse plan is viable and is in the best interest of the public, and (3) the property is being used in accordance with the terms of the conveyance and applicable statutes and regulations.

Estimated Annual Burden Hours: 2200 hours.

Estimated Annual Responses: 20 responses.

Address: 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.

Issued in Washington, DC, on February 18, 1998.

Vanester M. Williams,

Clearance Officer, United States Department of Transportation.

[FR Doc. 98-4586 Filed 2-23-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION**Aviation Proceedings, Agreements Filed During the Ending February 13, 1998**

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C 412 and 414. Answers may be filed within 21 days of date of filing.

Docket Number: OST-1998-3482.

Date Filed: February 13, 1998.

Parties: Members of the International Air Transport Association.

Subject: PTC12 NMS-AFR 0036 dated February 3, 1998 r1-10; PTC12 NMS-AFR 0037 dated February 3, 1998 r11-25; Minutes—PTC12 NMS-AFR 0038 dated Feb. 10, 1998; Tables—PTC12 NMS-AFR Fares 0018 dated February 6, 1998; PTC12—PTC12 NMS-AFR Fares 0019 dated February 6, 1998

Intended effective date: May 1, 1998.

Paulette V. Twine,

Federal Register Liaison.

[FR Doc. 98-4629 Filed 2-23-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement: Los Angeles County, California**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Los Angeles County, California.

FOR FURTHER INFORMATION CONTACT: C. Glenn Clinton, Chief, District Operations—South, Federal Highway Administration, 980-9th Street, Suite 400, Sacramento, CA 95814-2724 Telephone: (916) 498-5037.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation and the City of Santa Clarita, will prepare an environmental impact statement (EIS) on a proposal to construct the extension of Magic Mountain Parkway (State Route 126) from west of San Fernando Road to Via Princessa (2.5 miles) and to construct the extension of Via Princessa from Magic Mountain Parkway to Rainbow Glen Drive (1.7 miles). The proposed project includes constructing a 120-foot wide roadway, an interchange on Magic Mountain Parkway with San Fernando Road including a structure over the Los

Angeles County Metropolitan Transportation Authority Railroad, and widening the existing bridge over the South Fork of the Santa Clara River.

The new roadway will be approximately 4.5 miles in length. These improvements are intended to serve as a major east-west corridor to accommodate the substantial increases in traffic volumes associated with several large existing and planned developments in the area.

Alternatives under consideration include (1) Taking no action; (2) constructing an interchange and a six-lane, uncontrolled access arterial on new location; and (3) alignment variations as appropriate to minimize environmental effects of the project. Within the limits of the study area for this project, various environmental resources and issues are known to exist and include but are not limited to: cultural resources, wetlands, floodway and floodplain, wildlife habitat, growth inducement, economic, business relocation, noise, changes to vehicle traffic patterns, regional air quality, seismic exposure, land use planning, hazardous waste, and irrigation/drain systems.

Per the California Environmental Quality Act (CEQA), a Notice of Preparation on an Environmental Impact Report (EIR) for this project was published on February 12, 1997, and a 45-day public comment period followed from February 12, 1997, to March 31, 1997, including a Public Scoping Meeting held on March 5, 1997. In addition to the comment period and scoping meeting, three public meetings were conducted by the City of Santa Clarita in November 1996. The public and review agencies have had the opportunity to comment on the scope and content of the project. Thus, this Notice serves as additional public notification of the preparation of an EIS. The public and agencies will have further opportunity to comment on the project when the draft EIS has been completed.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. At least one public meeting will be held in the City of Santa Clarita to solicit input from the local citizens on alternatives. In addition, a public hearing will be held. Public Notice will be given of the time and place of the meetings and hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

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

Issued on: February 10, 1998.

C. Glenn Clinton,

Chief, District Operations—South Sacramento, California.

[FR Doc. 98-4675 Filed 2-23-98; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Denial of petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition submitted to NHTSA under 49 U.S.C. 30162, requesting that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety.

FOR FURTHER INFORMATION CONTACT: Dr. George Chiang, Office of Defects Investigation, NHTSA, 400 Seventh Street, SW, Washington, DC 20590. Telephone: (202) 366-5206.

SUPPLEMENTARY INFORMATION: Mr. Walter E. Bull of Prescott, Arizona, submitted a petition dated December 31, 1997, requesting that an investigation be initiated to determine whether early model Ford Explorer sport utility vehicles contain a defect related to motor vehicle safety within the meaning of 49 U.S.C. Chapter 301. The petition alleges that early model Ford Explorer sport utility vehicles develop heavy lateral vibrations at speeds above 55 mph and when encountering bumps at low speeds. The petition further alleges that these vibrations could possibly cause loss of vehicle control.

A review of agency data files, including information reported to the Auto Safety Hotline by consumers, indicates that, in addition to the

petition, there were 22 complaints concerning vehicle vibration, shaking, and shimmy at certain high speeds in model year (MY) 1991-1994 Ford Explorer vehicles, allegedly caused by defective engine mounts. No loss of vehicle control, and no crashes or injuries were reported. Of the 22 complaints, five are MY1994, five are MY1993, ten are MY1992, and two are MY1991 vehicles. Ford Motor Company (Ford) has manufactured approximately 1,137,000 MY1991-1994 Explorers.

The agency interviewed four recent complainants who filed reports about the subject vehicles and confirmed that the drivers felt vibration/shake in the seat and floor at certain speeds but little or no vibration in the steering wheel. They described the severity of vibration as one which would tip over a full cup of coffee when the cup is placed on the floor. One complainant had not fixed the engine mounts as of January 14, 1998, and the other three had sold or traded their Explorers without getting the vibration problems fixed. One sold her vehicle with over 72,000 miles, one sold at about 10,000 miles, one traded at about 8,000 miles, and one still has his vehicle which has about 50,000 miles now.

Ford has issued three Technical Service Bulletins to address the vibration/shake issue on MY1991-1994 Ford Explorers. One bulletin issued on September 1, 1994, BC1431940902, informs dealers of the availability of a new engine mount with revised insulator stiffening to correct a lateral shake problem on the subject vehicles. The other two bulletins, issued on February 12, 1996, Article Nos. 96-4-15 and 96-4-17, address vibration/shake in the seat and/or floor at speeds above 50 mph and peaking near 65 mph on certain MY1991-1994 Explorer vehicles. An "aftershake" condition may also exist when driving over a bump at speeds less than 45 mph. To reduce or eliminate the vibration/shake problem, these latter bulletins advise dealers to install revised LH and RH engine mounts as addressed in the 1994 bulletins and also to install a rear axle-to-frame lateral shock absorber kit.

The vibration/shake in the MY1991-1994 Explorers is apparently caused by inadequately designed engine mounts which allow the engine to move laterally at certain driving speeds. The vibration/shake is primarily limited to the seat and floor. When this occurs, the driver is able to control the vehicle and to either increase or decrease the vehicle's speed to eliminate the vibration. This is evidenced by no reports of loss of vehicle control, crashes, or injuries reported to NHTSA.

For the reasons presented above, it is unlikely that NHTSA would issue an order for the notification and remedy of a safety-related defect in the subject vehicles at the conclusion of the investigation requested in the petition. Therefore, in view of the need to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission, the petition is denied.

Authority: 49 U.S.C. 30162(d); delegations of authority at CFR 1.50 and 501.8.

Issued on: February 9, 1998.

Kenneth N. Weinstein,

Associate Administrator for Safety Assurance.

[FR Doc. 98-4626 Filed 2-23-98; 8:45 am]

BILLING CODE 4910-59-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Denial of petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition submitted to NHTSA under 49 U.S.C. 30162, requesting that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety.

FOR FURTHER INFORMATION CONTACT: Dr. George Chiang, Office of Defects Investigation, NHTSA, 400 Seventh Street, SW, Washington, DC 20590. Telephone: (202) 366-5206.

SUPPLEMENTARY INFORMATION: Mr. and Mrs. Scott Montreuil of Ramsey, Minnesota, submitted a petition dated October 1, 1997, requesting that an investigation be initiated to determine whether 1993 Chrysler Jeep Grand Cherokees contain a defect related to motor vehicle safety within the meaning of 49 U.S.C. Chapter 301. The petition alleges that 1993 Chrysler Jeep Grand Cherokees have a defective viscous coupling that could cause the steering to bind and lock up, and possibly affect the vehicle's braking.

Although not all Jeep Grand Cherokees utilize a viscous coupling, some 1993 through 1995 Jeep Grand Cherokees are equipped with a Quadra-Trac transfer case. An integral part of the Quadra-Trac transfer case is its viscous coupling, a speed-sensitive device that controls torque output between the front and rear drive shafts.