

only those who file a motion to intervene in accordance with the Commission's Rules may become a party to the proceeding. Any comments, protests, or motions to intervene must be received on or before the specified comment date for the particular application.

C. Filing and Service of Responsive Documents—Any filings must bear in all capital letters the title "COMMENTS", "NOTICE OF INTENT TO FILE COMPETING APPLICATION", "COMPETING APPLICATION", "PROTEST", "MOTION TO INTERVENE", as applicable, and the Project Number of the particular application to which the filing refers. Any of the above-named documents must be filed by providing the original and the number of copies provided by the Commission's regulations to: The Secretary, Federal Energy Regulatory Commission, 888 First Street, NE, Washington, DC 20426. An additional copy must be sent to Director, Division of Project Review, Federal Energy Regulatory Commission, at the above-mentioned address. A copy of any notice of intent, competing application or motion to intervene must also be served upon each representative of the Applicant specified in the particular application.

D2. Agency Comments—Federal, state, and local agencies are invited to file comments on the described application. A copy of the application may be obtained by agencies directly from the Applicant. If an agency does not file comments within the time specified for filing comments, it will be presumed to have no comments. One copy of an agency's comments must also be sent to the Applicant's representatives.

**David P. Boergers,**

*Secretary.*

[FR Doc. 99-5900 Filed 3-9-99; 8:45 am]

BILLING CODE 6717-01-M

## ENVIRONMENTAL PROTECTION AGENCY

[FRL-6308-7]

### Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses; Public Review of Cost Information Related to the Certification of Retrofit/Rebuild Equipment

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

**ACTION:** Notice of EPA receipt of cost information related to certification of equipment and initiation of 45-day public review and comment period.

**SUMMARY:** Johnson Matthey, Incorporated (JM) has submitted to EPA, life cycle cost information that applies to the existing certification of their CCT™ Upgrade kit.

A **Federal Register** notice dated December 3, 1998 (63 FR 66798) announced that EPA certified the JM CCT™ Upgrade Kit to comply with the 0.10 g/bhp-hr particulate matter (PM) standard of the Urban Bus Rebuild Program (40 CFR part 85, subpart O). The kit is applicable to 1985 through 1993 model year Detroit Diesel Corporation 6V92TA DDEC II urban bus engines having electronic fuel control. That certification is not based on the optional compliance with life cycle requirements of the program.

In documents dated January 26, 1999, JM provided life cycle cost information to EPA for the CCT kit, as it applies to engines of model years 1988 through 1993. Copies of the JM information is available for review in the public docket located at the address indicated below.

Pursuant to § 85.1407(a)(7), today's **Federal Register** notice announces that the information is available for public review and comment, and initiates a 45-day period during which comments can be submitted. EPA will review the information submitted by JM, as well as comments received during the public review period, to determine whether certification of the JM equipment should be expanded to include the basis of life cycle cost. If JM's certification is expanded to include the life cycle cost basis, then it may "trigger" the 0.10 g/bhp-hr standard for the applicable engines, to the extent a trigger is not already in existence. This is discussed below in additional detail.

Comments should be provided in writing to Public Docket A-93-42, Category XXI, at the address below. An identical copy should be submitted to William Rutledge, also at the address below.

Category XXI of Public Docket A-93-42, entitled "Certification of Urban Bus Retrofit/Rebuild Equipment" contains JM's notification of intent to certify, new cost information, and other materials specifically relevant to it. This docket is located at the address below.

**DATES:** Comments must be submitted on or before April 26, 1999.

**ADDRESSES:** Submit separate copies of comments to each of the two following addresses:

1. U.S. Environmental Protection Agency, Public Air Docket A-93-42 (Category XXI), Room M-1500, 401 M Street SW, Washington, DC 20460.
2. William Rutledge, Engine Programs and Compliance Division (mail code

6403J), 401 "M" Street SW, Washington, DC 20460.

The JM notification of intent to certify, as well as other materials specifically relevant to it, are contained in the public docket indicated above. Docket items may be inspected from 8:00 a.m. until 5:30 p.m., Monday through Friday. As provided in 40 CFR part 2, a reasonable fee may be charged by EPA for copying docket materials.

**FOR FURTHER INFORMATION CONTACT:** William Rutledge, Engine Programs and Compliance Division (6403J), U.S. Environmental Protection Agency, 401 M Street SW, Washington, DC 20460. Telephone: (202) 564-9297.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

On April 21, 1993, EPA published final Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses (58 FR 21359). The retrofit/rebuild program is intended to reduce the ambient levels of particulate matter (PM) in urban areas and is limited to 1993 and earlier model year (MY) urban buses operating in metropolitan areas with 1980 populations of 750,000 or more, whose engines are rebuilt or replaced after January 1, 1995. Operators of the affected buses are required to choose between two compliance options: Program 1 sets particulate matter emissions requirements for each urban bus engine in an operator's fleet which is rebuilt or replaced; Program 2 is a fleet averaging program that establishes specific annual target levels for average PM emissions from urban buses in an operator's fleet. In general, to meet either of the two compliance options, operators of the affected buses must use equipment which has been certified by EPA.

A key aspect of the program is the certification of retrofit/rebuild equipment. Emissions requirements under either of the two compliance options depend on the availability of retrofit/rebuild equipment certified for each engine model. To be used for Program 1, equipment must be certified as meeting a 0.10 g/bhp-hr PM standard or, if equipment is not certified as meeting the 0.10 PM standard, as achieving a 25 percent reduction in PM. Equipment used for Program 2 must be certified as providing some level of PM reduction that would in turn be claimed by urban bus operators when calculating their average fleet PM levels attained under the program. For Program 1, information on life cycle costs must be submitted in the notification of intent to certify in order for certification of the equipment to initiate (or trigger)

program requirements. To trigger program requirements, the certifier must guarantee that the equipment will be available to all affected operators for a life cycle cost of \$7,940 or less at the 0.10 g/bhp-hr PM level, or for a life cycle cost of \$2,000 or less for the 25 percent or greater reduction in PM emissions. Both of these values are based on 1992 dollars and are increments above costs associated with a standard rebuild. If EPA determines that the life cycle cost limit is met, then certification would be based on "life cycle cost" in addition to reducing PM emissions.

Under program 2, operators calculate their average fleet emissions using specified engine PM emission levels (as well as other factors).

As described in a **Federal Register** notice on September 21, 1998 (63 FR 50225), EPA certified the ETX-2002™ Emissions Rebuild Kit supplied by the Engelhard Corporation. The ETX kit applies to 1988 through 1993 model year Detroit Diesel Corporation 6V92TA DDEC II engines having electronic fuel control and rated at either 253 or 277 horsepower (hp). That notice states that certification of the ETX kit means that transit operators using compliance program 1 must use rebuild kits certified to the 0.10 g/bhp-hr PM standard when rebuilding or replacing the applicable engines after March 22, 1999.

The September **Federal Register** notice states that certification of Engelhard's ETX kit, as it applies to engines of model years 1988 through 1990, is conditional pending demonstration by Engelhard that any replacement engine control module (ECM) or any replacement ECM program used in conjunction with the kit would not adversely impact the emissions of NOx. As a result of revisions necessitated by the demonstration, Engelhard has expressed concerns regarding the ability of the ETX kit, regardless of model year, to meet life cycle cost requirements of the regulation. In view of Engelhard's concerns, EPA is currently reviewing the status of the 0.10 g/bhp-hr standard for 1988—1993 6V92TA DDEC II engines. In general, certification lacking compliance with the cost requirements does not restrict use of a kit by operators. However, a program emissions standard can only be triggered when equipment is certified to life cycle cost requirements.

If the JM CCT kit is certified to comply with the life cycle cost requirements, then it may establish requirement on operators that choose to comply with compliance option 1,

depending upon the ultimate status of the Engelhard certification. This is discussed further in Section III below.

## II. Information Concerning Cost and Availability

EPA announced certification of the JM CCT Upgrade Kit in the **Federal Register** on December 3, 1998 (63 FR 66798). That certification is based on compliance with the 0.10 g/bhp-hr PM standard, without determination of compliance with the life cycle cost requirements of the urban bus program. In view of the uncertain nature of the current 0.10 g/bhp-hr standard that applies to the 6V92TA DDEC II engines, JM has submitted cost information to EPA for evaluation.

In documents signed January 26, 1999, JM presents life cycle cost information in a revised section 6 of their notification of intent to certify the CCT Upgrade Kit. JM also guarantees to make the equipment available to all operators for less than the applicable life cycle cost ceiling. JM presents data in support of their claim that the life cycle cost of the CCT kit is less than \$7,940 (in 1992 dollars) incremental to the cost for a standard rebuild.

The life cycle cost analysis is based on JM's first supply option. In the first supply option, as described in the December 3, 1998 **Federal Register** notice, JM is to provide the following parts: CEM II catalytic muffler, patented engine camshafts, CCT cylinder kits, 0.015 offset key, fuel injectors, 40T blower gear, turbocharger, blower assembly, blower bypass valve, and if necessary, the ECM program (also known as the "certification word code"). The cylinder heads and gasket kit are not included with the CCT kit.

## III. Potential Impact on Transit Operator

Today's **Federal Register** notice announces that life cycle cost information for the JM CCT Upgrade Kit is available for public review. If certified to comply with the life cycle cost requirements of the Urban Bus Rebuild Program, then affected urban bus operators who choose to comply with compliance program 1 would be required to use this or other equipment certified to meet the 0.10 g/bhp-hr PM standard. If this certification triggers compliance with the 0.10 g/bhp-hr standard for these engines, then this requirement would be effective for any applicable engine that is rebuilt or replaced six months from the date such certification is announced in the **Federal Register**. However, to the extent the requirement has already been triggered, then the previous trigger date

would apply. See 63 FR 50225 (September 21, 1998) concerning the certification of the Engelhard equipment.

The Johnson Matthey CCT kit is currently certified to comply with the 0.10 g/bhp-hr standard and can be used by all operators towards compliance with the urban bus program requirements. Operators who use this equipment and choose to comply with compliance program 2, would claim the PM certification level for the CCT kit (0.10 /bhp-hr) when calculating their Fleet Level Attained (FLA).

Today's **Federal Register** notice initiates a 45-day period during which EPA will accept written comments relevant to whether or not the information in the JM notification of intent to certify complies with the life cycle cost requirements of the urban bus rebuild regulations. To determine whether the JM notification complies with the requirements of the urban bus rebuild regulations, EPA will review the information provided by JM and the comments received on life cycle costs during the 45-day period, and attempt to resolve or clarify issues as necessary. EPA will review the available information to determine whether there is adequate demonstration of compliance with the life cycle cost requirements of 40 CFR 85.1403(b) and 85.1407(a), including whether the data provided by JM complies with the life cycle cost requirements.

EPA requests that those commenting also consider the regulatory requirements, plus provide comments on experience and/or knowledge related to the JM CCT Upgrade Kit, and rebuilding Detroit Diesel 6V92TA DDEC II engines, including the specific emissions-related parts, respective frequency of usage in rebuild, and costs.

If EPA certifies JM's CCT Upgrade Kit on the basis of life cycle cost, then it may trigger program requirements for bus operators that have chosen to comply with program 1 to use equipment certified to the 0.10 g/bhp-hr standard when applicable engines are rebuilt or replaced.

Interested parties are encouraged to review the notification of intent to certify and provide comment during the 45-day period. Please send separate copies of your comments to each of the above two addresses.

Copies of the JM notification, and other related material, are available for review in the public docket located at the address indicated above. During the review process, EPA may add additional documents to the docket as a result of the review process. These documents

will also be available for public review and comment within the 45-day period.

Dated: February 26, 1999.

**Robert Brenner,**

*Acting Assistant Administrator for Air and Radiation.*

[FR Doc. 99-5959 Filed 3-9-99; 8:45 am]

BILLING CODE 6560-50-P

## ENVIRONMENTAL PROTECTION AGENCY

[FR-L6308-9]

### Announcement of Public Meetings of Stakeholders on Resource Needs and Shortfall for Administering Programs Under the Clean Water Act and the Safe Drinking Water Act and Resource Needs and Shortfall at the Local Level for Costs Eligible for Public Financial Support (Including Water Quality, and Drinking Water)

**AGENCY:** Environmental Protection Agency.

**ACTION:** Notice.

**SUMMARY:** The Environmental Protection Agency (EPA) is conducting a series of stakeholder dialogue meetings on the resource needs and shortfall for administering and implementing State and local level programs under the Clean Water and Safe Drinking Water Acts. The purpose of the meetings is to solicit input from interested parties on the scope of the study, the approach, priorities and strategies for comprehensive stakeholder approaches to address the problem, and to discuss preliminary results. There will be two meetings. The first on April 7th will focus on State water quality programs under the Clean Water Act. The second on April 8th will be a general meeting which will address all aspects of the project. It will include a summary of the April 7th meeting, a discussion of state needs for managing drinking water and ground water/underground injection control programs and a discussion of local infrastructure needs for drinking water and clean water. The meetings are open to all interested parties on a space available basis.

**DATES:** There are two separate meetings:

(1) The State Water Quality Programs (under the Clean Water Act) meeting is scheduled for Wednesday, April 7, 1999 from 8:30 a.m. to 5 p.m.

(2) The Water Program (including State Water quality, State drinking water and Local level implementation needs) meeting is scheduled for Thursday, April 8, 1999 and will be held from 8:30 a.m. to 5 p.m.

**ADDRESSES:** The meetings will be held at: Hilton Washington Dulles Airport, 13869 Park Center Road, Herndon, VA 20171, Phone: (703) 478-2900.

Persons interested in attending either of the meetings are requested to register electronically through the Internet at the following address:

<http://161.80.11.87/Water/Formula.nsf/State+Water+Quality?OpenNavigator>.

On the lefthand side the screen that appears, click on the red oval button under State Water Quality labeled "STATUS." At the SWQStatus screen, select "FINAL" and search for the entry entitled "April Meeting Registration." Interested parties who are unable to attend the meeting but would like to participate in the discussion, may provide comments via this website. Interested parties who do not have access to the Internet may contact Shadonna Price at (202) 260-7880. All registration is requested by March 29, 1999.

**FOR FURTHER INFORMATION CONTACT:** For general information and background materials (agenda, discussion papers, etc) for this meeting, please visit the website at <http://161.80.11.87/Water/Formula.nsf/State+Water+Quality?OpenNavigator> Should you have technical problems accessing the website, please contact the technical hotline at (202) 260-1013.

Dated: March 1, 1999.

**Alfred Lindsey,**

*Deputy Director, Office of Wastewater Management, Designated Federal Official.*

[FR Doc. 99-5957 Filed 3-9-99; 8:45 am]

BILLING CODE 6560-50-P

## ENVIRONMENTAL PROTECTION AGENCY

[OPP-00588; FRL-6065-4]

### Science Advisory Board/Scientific Advisory Panel Notification of Public Advisory Committee Meeting

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

**ACTION:** Notice of open meeting.

**SUMMARY:** Notice is hereby given that a Joint Committee of the Science Advisory Board (SAB) and the Scientific Advisory Panel (SAP) will meet on the dates and times described below. All times noted are eastern standard time. The meeting is open to the public; however, due to limited space, seating at the meeting will be on a first-come basis.

**DATES:** The Joint SAB/SAP Endocrine Disruptor Screening Program Subcommittee (EDSPS) will meet on Tuesday, March 30; Wednesday, March

31; and Thursday, April 1, 1999. The meeting will begin at 8:30 a.m. and end no later than 5 p.m. each day.

**ADDRESSES:** The meeting will be held at: The Sheraton Crystal Hotel, 1800 Jefferson Davis Highway, Arlington VA. The hotel telephone number is 703-486-1111.

By mail, submit written comments to: The Public Information and Records Integrity Branch (7502C), Office of Pesticide Programs, Environmental Protection Agency, 401 M St., SW., Washington, DC 20460. In person or by delivery service, bring comments to: Rm. 119, Crystal Mall #2, 1921 Jefferson Davis Highway, Arlington, VA.

Comments and data also may be submitted electronically by sending electronic mail (e-mail) to: [opp-docket@epamail.epa.gov](mailto:opp-docket@epamail.epa.gov). No Confidential Business Information (CBI) should be submitted through e-mail.

**FOR FURTHER INFORMATION CONTACT:** For general information contact: Samuel Rondberg (1400), Co-Designated Federal Officer, EDSPS, Science Advisory Board, Environmental Protection Agency, 401 M St., SW, Washington, DC 20460; telephone/voice mail at (301) 812-2560; fax at (202) 260-7118; or e-mail at [samuelfr717@aol.com](mailto:samuelfr717@aol.com).

For substantive issues contact: Larry C. Dorsey (7101C), Co-Designated Federal Officer, Environmental Protection Agency, 401 M St., SW., Washington, DC 20460; telephone/voice mail at (703) 305-5369, or by e-mail [dorsey.larry@epa.gov](mailto:dorsey.larry@epa.gov).

### SUPPLEMENTARY INFORMATION:

#### I. Purpose of the Meeting

This is the first meeting of this Subcommittee, but is a follow-on of Joint SAB/SAP Endocrine Disruptor Screening and Testing Committee (EDSTAC), which met on May 5-7, 1998.

The Joint Subcommittee was established to provide advice and comment to EPA on the scientific questions associated with implementing its endocrine disruptor screening program. The Agency thus seeks advice from the EDSPS on a wide range of issues, including: (1) The scope of the initial screening program (e.g., hormone systems in addition to estrogen-related; inclusion of substances in addition to pesticides and certain drinking water source contaminants); (2) the priority setting process (e.g.; a compartment-based approach and the development of a relational data base; (3) the use of high throughput assays as a priority-setting measure; and (4) a proposed screening and testing scheme.

At the public meeting, Agency staff will brief the EDSPS on current