

kept post-award complaints to a minimum. Moreover, the objective of the Title VI statute can be more easily attained and beneficiaries of FTA funded programs have a greater likelihood of receiving transit services and related benefits on a nondiscriminatory basis.

Estimated Total Annual Burden: 4,680 hours.

Title: Reporting of Technical Activities by FTA Grant Recipients (OMB Number: 2132-0549)

Abstract: 49 U.S.C. Sections 5303 and 5313(a) and (b) authorize the use of Federal funds to assist metropolitan planning organizations (MPOs), states, and local public bodies in developing transportation plans and programs to serve future transportation needs of urbanized areas and nonurbanized areas throughout the nation. As part of this effort, MPOs are required to consider a wide range of goals and objectives and to analyze alternative transportation system management and investment strategies. These objectives are measured by definable activities such as planning certification reviews and other related activities.

The information collected by these forms is used to report annually to Congress, the Secretary, and to the Federal Transit Administrator on how grantees are responding to national emphasis areas and congressional direction, and allows FTA to track grantees' use of Federal planning and research funds.

Estimated Total Annual Burden: 150 hours.

Title: Bus Testing Program (OMB Number: 2132-0550)

Abstract: 49 U.S.C. Section 5323(c) provides that no Federal funds appropriated or made available after September 30, 1989, may be obligated or expended for the acquisition of a new bus model (including any model using alternative fuels) unless the bus has been tested at the Bus Testing Center (Center) in Altoona, Pennsylvania. 49 U.S.C. Section 5318(a) further specifies that each new bus model is to be tested for maintainability, reliability, safety, performance (including braking performance), structural integrity, fuel economy, emissions, and noise.

The operator of the Bus Testing Center, the Pennsylvania Transportation Institute (PTI), has entered into a cooperative agreement with FTA. PTI operates and maintains the Center, and establishes and collects fees for the testing of the vehicles at the facility. Upon completion of the testing of the vehicle at the Center, a test report is provided to the manufacturer of the new bus model. The bus manufacturer

certifies to an FTA grantee that the bus the grantee is purchasing has been tested at the Center. Also, grantees about to purchase a bus use this report to assist them in making their purchasing decisions. PTI maintains a reference file for all the test reports which are made available to the public.

Estimated Total Annual Burden: 60 hours.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: FTA 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: April 26, 2000.

Dorrie Y. Aldrich,

Associate Administrator for Administration.

[FR Doc. 00-10918 Filed 5-1-00; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA-00-7296]

Notice of Request for the Extension of Currently Approved Information Collection

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to extend the following currently approved information collection: Prevention of Prohibited Drug Use in Transit Operations.

DATES: Comments must be submitted before July 3, 2000.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the United States

Department of Transportation, Central Dockets Office, PL-401, 400 Seventh Street, S.W., Washington, D.C. 20590. All comments received will be available for examination at the above address from 10:00 a.m. to 5:00 p.m., e.t., Monday through Friday, except federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard/envelope.

FOR FURTHER INFORMATION CONTACT: *Prevention of Prohibited Drug Use in Transit Operations*—Mr. Mark Snider, Office of Program Management, (202) 366-1080.

SUPPLEMENTARY INFORMATION: Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) The necessity and utility of the information collection for the proper performance of the functions of the FTA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection.

Title: Prevention of Prohibited Drug Use in Transit Operations (OMB Number: 2132-0556)

Background: The Omnibus Transportation Employee Testing Act of 1991 (Pub. L. 102-143, October 28, 1991, now codified in relevant part at 49 U.S.C. Section 5331) requires any recipient of federal financial assistance under 49 U.S.C. Sections 5309, 5307, or 5311 or under 23 U.S.C. Section 103(e) (4) to establish a program designed to help prevent accidents and injuries resulting from the misuse of drugs and alcohol by employees who perform safety-sensitive functions. FTA's regulation, 49 CFR Part 653, "Prevention of Prohibited Drug Use in Transit Operations," effective March 17, 1994, requires recipients to submit to FTA annual reports containing data which summarize information concerning the recipients' drug testing program, such as the number and type of tests given, number of positive test results, and the kinds of safety-sensitive functions the employees perform. FTA uses these data to ensure compliance with the rule, to assess the misuse of drugs in the transit industry, and to set the random testing rate. The data will also be used to assess the effectiveness of the rule in reducing the misuse of drugs among safety-sensitive transit employees and making transit safer for the public.

Respondents: State and local government, business or other for-profit institutions, non-profit institutions, and small business organizations.

Estimated Annual Burden on Respondents: 14.6 hours for each of the 2,317 respondents.

Estimated Total Annual Burden: 33,883 hours.

Frequency: Annual.

Issued: April 26, 2000.

Dorrie Y. Aldrich,

Associate Administrator for Administration.

[FR Doc. 00-10919 Filed 5-1-00; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

MARITIME ADMINISTRATION

Voluntary Intermodal Sealift Agreement (VISA)/Joint Planning Advisory Group (JPAG)

AGENCY: Maritime Administration, DOT.

ACTION: Synopsis of April 18-19, 2000, Meeting with VISA Participants.

On April 18-19, 2000, the Maritime Administration (MARAD) and the United States Transportation Command (USTRANSCOM) co-hosted a meeting of the VISA JPAG at USTRANSCOM, Scott Air Force Base, Illinois.

Meeting attendance was by invitation only, due to the nature of the information discussed and the need for a government-issued security clearance. Of the 48 U.S.-flag carrier corporate participants currently enrolled in VISA, 16 cleared VISA carrier representative companies participated in the JPAG. Representatives from the trucking and railroad industries were also present to explore their role in the movement of Department of Defense (DOD) cargoes. In addition, JPAG attendance included representatives from the DOD, the Military Traffic Management Command, Military Sealift Command, USTRANSCOM and MARAD.

Following opening remarks by Mr. Daniel F. McMillin, Deputy Director, Plans and Policy Directorate (TCJ5) USTRANSCOM, Government representatives provided participants with an overview of expected outcomes. The JPAG objectives included an exploration of the intermodal capability of VISA carriers to handle the loading of unit equipment and development of Concept of Operations (CONOPS) for moving ammunition from origin to port of debarkation. The VISA participants worked in separate work groups with Government analysts to discuss the above issues. Afterwards, the groups met together to discuss the results of

their analyses. At the conclusion of the JPAG, VISA participants were briefed on the results of Exercise Turbo Challenge 2000.

The full text of the VISA program is published in 64 FR 8214-8222, dated February 18, 1999. One of the program requirements is that MARAD periodically publish a list of VISA participants in the **Federal Register**. As of April 19, 1999, the following commercial U.S.-flag vessel operators were enrolled in VISA with MARAD: Alaska Cargo Transport Inc., American Automar, Inc., American President Lines, Ltd., American Roll-On Roll-Off Carrier, LLC, American Ship Management, L.L.C., Automar International Car Carrier, Inc., Beyel Brothers Inc., Central Gulf Lines, Inc., Cook Inlet Marine, Crowley American Transport, Inc., Crowley Marine Services, Inc., CSX Lines, LLC, Dixie Fuels II, Limited, Double Eagle Marine, Inc./Caribe USA, Inc., Farrell Lines Incorporated, First American Bulk Carrier Corp., First Ocean Bulk Carrier-I, LLC, First Ocean Bulk Carrier-II, LLC, First Ocean Bulk Carrier-III, LLC, Foss Maritime Company, Gimrock Maritime, Inc., Liberty Shipping Group Limited Partnership, Lykes Lines Limited, LLC., Lynden Incorporated, Maersk Line, Limited, Matson Navigation Company, Inc., Maybank Navigation Company, LLC, McAllister Towing & Transportation Company, Inc., Moby Marine Corporation, NPR, Inc., OSG Carriers, Inc., Osprey Shipholding Corporation, L.L.C., Resolve Towing & Salvage, Inc., Samson Tug & Barge Company, Inc., Seacor Marine International Inc., Sealift Inc., Smith Maritime, Stevens Towing Co., Inc., Superior Marine Services, Inc., Totem Ocean Trailer Express, Inc., Trailer Bridge, Inc., TransAtlantic Lines LLC, Trico Marine Operators, Inc., Troika International, Ltd., U.S. Ship Management, Inc., Van Ommeren Shipping (USA) LLC, Waterman Steamship Corporation, and Weeks Marine, Inc.

CONTACT PERSON FOR ADDITIONAL

INFORMATION: Mr. Raymond R. Barberesi, Director, Office of Sealift Support, (202) 366-2323.

By Order of the Maritime Administrator.

Dated: April 26, 2000.

Joel C. Richard,

Secretary.

[FR Doc. 00-10866 Filed 5-1-00; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF VETERANS AFFAIRS

Privacy Act of 1974; System of Records

AGENCY: Department of Veterans Affairs (VA).

ACTION: Report of New Systems of Records—Disaster Emergency Medical Personnel System—VA (98VA104).

SUMMARY: The Privacy Act of 1974 (5 U.S.C. 552(e)(4)) requires that all agencies publish in the **Federal Register** a notice of the existence and character of their system of records. Notice is hereby given that VA proposes to establish a new system of records. The proposed system is entitled "Disaster Emergency Medical Personnel System (DEMPS)-VA" (98VA104).

DATES: Comments on the establishment of this new system of records must be received no later than June 1, 2000. If no public comment is received during the period allowed for comment or unless otherwise published in the **Federal Register** by VA, the system will become effective June 1, 2000.

ADDRESSES: Written comments concerning the proposed new system of records may be submitted to the Office of Regulations Management (02D), Department of Veterans Affairs, 810 Vermont Avenue NW., Washington, DC 20420. Comments will be available for public inspection at the above address in the Office of Regulations Management, Room 1158, between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday (except Holidays).

FOR FURTHER INFORMATION CONTACT:

Stephania Putt, Veterans Health Administration Privacy Act Officer, at (727) 320-1839.

SUPPLEMENTARY INFORMATION: DEMPS is to be used by the Emergency Management Strategic Healthcare Group (EMSHG) primarily in times of national emergencies caused by catastrophic events. This system may be used to respond to internal emergencies occurring within the Veterans integrated Service Networks (VISNs).

It is the Veterans Health Administration's (VHA) policy to use DEMPS to respond to internal emergencies occurring within the VISNs. In order to provide sufficient health care medical personnel to respond to disasters, it is necessary to develop a nationwide VHA system of special-skilled personnel. These persons would be available to serve for limited periods of time in response to Presidentially-declared and internal VA