

approximate milepost 178 and the US 85 Corridor extends from C-470 at approximate milepost 200 to Castle Rock at approximate milepost 184. This Draft EIS includes an examination of the purpose and need, alternatives under consideration, travel demand, affected environment, environmental consequences, and mitigation measures as a result of the improvements under consideration. Three alternatives, including the No-Action Alternative, and several other I-25 improvement options are considered for improvements to the I-25 Corridor. Two alternatives, including the No-Action Alternative, and one other US 85 improvement option are considered for improvements to the US 85 Corridor. CDOT was the lead agency for the preparation of the Draft EIS.

The FHWA, the CDOT, and other local agencies invite interested individuals, organizations, and Federal, State, and local agencies to comment on the evaluated alternatives and associated social, economic, or environmental impacts related to the alternatives.

Issued on: June 23, 2000.

James Daves,

Division Administrator, Federal Highway Administration, Lakewood, Colorado.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-6685; Notice 2]

General Motors Corporation, Grant of Application for Decision of Inconsequential Noncompliance

General Motors Corporation (GM) has determined that certain 1999 Chevrolet vehicles are not in compliance with Federal Motor Vehicle Safety Standard (FMVSS) No. 120, "Tire selection and rims for motor vehicles other than passenger cars" and 49 CFR Part 567, "Certification" and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." GM has 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.

Notice of receipt of the application was published, with a 30-day comment period, on January 19, 2000, in the **Federal Register** (65 FR 3004). NHTSA received no comments.

The purpose of FMVSS No. 120 according to S2 is "to provide safe operational performance of vehicles by ensuring that vehicles to which it applies are equipped with tires of adequate size and load rating, and rims of appropriate size and type designation." Paragraph S5.2 of FMVSS No. 120 requires that each rim be marked with specific information, including the rim size designation which indicates the source of the rim's published nominal dimensions, and the rim size designation. For example: "20 x 5.50," or "20 x 5.5."

Between March 1, 1999, and March 13, 1999, GM produced 5,079 Chevrolet Blazers and Chevrolet S-10 pickup trucks, some of which may be equipped with one or more than one of the 1,658 wheels that are missing the width designation in the rim marking on the back side of the wheel. In the original petition, GM stated that this missing data affected 11,522 vehicles; however, on March 6, 2000, the agency received a follow-up letter from GM stating that only 5,079 vehicles may be affected. GM's wheel supplier, Reynolds-Rualca, Venezuela, produced 3,721 wheels that had an error in the rim size designation. Instead of the correct rim size designation of "15 x 7," these wheels have a rim size designation of "15 x ." The error occurred when one of the wheel casting molds was refurbished. Of the 3,721 mis-marked wheels produced, 2,063 were located and correctly stamped with the missing rim width. The remaining 1,658 wheels were installed on the Chevrolet vehicles. The rim markings other than the rim width designation were not affected by the refurbishing error, and the remainder of the rim marking information, including rim diameter, is correct on all of the 1,658 wheels.

GM supports its application for inconsequential noncompliance by stating the following:

1. "The tire and rim of the affected wheels are properly matched, and are appropriate for the load-carrying characteristics of these vehicles. The lack of complete marking has no effect on the performance of the tire/rim combination of the subject vehicles."

2. "These vehicles have a placard on the left front door that contains the correct and complete tire and rim sizes installed on these vehicles. The placard on the subject vehicles shows rim size completely and correctly as 15x7J."

3. "The owner's manual provided with these vehicles contains a section 'Buying New Tires.' The text of this section advises the customer that they should look at the Certification/Tire Label to find out what kind and size of

tires they need. It goes on to tell them that they should get new tires with the same Tire Performance Criteria Specification (TPC Spec) that the vehicle came with, and that they can find the TPC number on each tire's sidewall. Finally it advises them that if they were to replace the tires with those not having the TPC Spec number found on the original equipment tires, they should make sure that the tires they choose are the same size, load range, speed rating and construction type as the original tires. Nowhere are customers told to look at the wheel to determine the appropriate tire."

4. "General Motors believes that very few of these wheels will ever have to be replaced over the life of the vehicle. Nevertheless, the owner's manual provided with these vehicles contains a section 'Wheel Replacement.' This section states that each new wheel should have the same load-carrying, diameter, width, offset and be mounted in the same way as the one it replaces. It also advises customers that their dealer will know the kind of wheel they need. The wheels at issue here are not marked with an incorrect width. Rather, they have no width marking. Therefore a dealer would not be misled by a width marking on the wheel, but would look at the placard if they were not aware of the exact width."

5. "If a customer needs to replace a tire or a wheel, he/she is likely to go to a tire/wheel store, or a vehicle dealer. The skilled personnel at any of these places know how to determine the correct tire or wheel size that they are replacing. For the tire replacement, it is highly probable that they will first look at the tire sidewall to determine the replacement tire size. They also know that the information exists on the placard and may look at the placard. For the wheel replacement, they may look at the tire placard or at the wheel itself to determine the replacement size. The subject wheels do not give incorrect information, however the information is incomplete. Since the information on the wheel is incomplete, the person looking at it will look elsewhere to find the missing information prior to selecting replacement wheel or tire size. For the correct tire selection, rim diameter is of primary importance, and the tire diameter must be the same as the rim diameter. The information on the subject wheels does contain the correct rim diameter, *i.e.*, 15."

The purpose for the rim marking requirements in FMVSS No. 120 is to provide the owner with permanent rim size and type designation information necessary to ensure proper selection and matching of rims and tires. Without

proper labeling, an individual vehicle user cannot readily determine the proper size tire for the rim and the vehicle. Without this required information displayed on the rim, a tire too large or small for the rim could be mounted, resulting in a failure. If the load carrying capabilities of the wheel cannot be readily determined, then the possibility of overloading exists.

In this case, the rims have an incomplete marking, so the individual will have to rely on another source for the correct rim size. The most likely sources for the rim size information are the tire placard on the vehicle, the vehicle owner's manual, or a dealer. The placard in these vehicles shows the rim size correctly at 15 x7J. The owner's manual for these vehicles states that a new wheel should have the same load-carrying, diameter, width, offset and be mounted in the same way as the one it replaces. It also advises customers that their dealer will know the kind of wheel they need. It is extremely unlikely that dealers would attempt to rely on rim markings to determine the appropriate tire or rim sizes.

According to GM, the processes have been extensively reviewed, the causes of these noncompliances have been isolated, and changes in the processes have been instituted to prevent any future occurrences. In addition, the noncompliance is limited to the vehicles addressed in this notice, and GM stated that its future products will comply with the requirements of FMVSS No. 120.

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 motor vehicle safety. Accordingly, GM's application is granted, and it is exempted from the duty of providing notification of, and a remedy for, the noncompliance.

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

Issued on: June 28, 2000.

Stephen R. Kratzke,

Associate Administrator for Safety Performance Standards.

[FR Doc. 00-16890 Filed 7-4-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33889]

State of Texas (Acting by and Through the Texas Department of Transportation)—Acquisition Exemption—West Texas & Lubbock Railroad Company, Inc.

The State of Texas (acting by and through the Texas Department of Transportation), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire the right-of-way underlying a rail line (the line) from West Texas & Lubbock Railroad Company, Inc. (WTLR). The line is located between milepost 7.2 and milepost 1.1, in Lubbock, TX, a distance of approximately 6.1 miles.¹

The transaction was scheduled to be consummated on or shortly after June 27, 2000.²

If the notice contains false or misleading information, the exemption is void *ab initio*.³ Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33889, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Charles W. Heald, Executive Director, Texas Department of Transportation, 125 E. 11th Street, Austin, TX 78701-2483.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: June 27, 2000.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

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¹ The State of Texas will not provide rail freight service on the line. WTLR will retain ownership of the rail, ties and other track materials and will retain the permanent, irrevocable, exclusive rail freight easement to provide service over the line.

² The transaction could be consummated no sooner than the June 23, 2000 effective date of the exemption.

³ According to the State of Texas, a motion to dismiss will be filed in the near future in this proceeding on the grounds that the Board does not have jurisdiction over this transaction.

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

FEDERAL RESERVE SYSTEM

FEDERAL DEPOSIT INSURANCE CORPORATION

Agency Information Collection Activities: Submission for OMB Review; Joint Comment Request

AGENCIES: Office of the Comptroller of the Currency (OCC), Treasury; Board of Governors of the Federal Reserve System (Board); and Federal Deposit Insurance Corporation (FDIC).

ACTION: Submission for OMB Review; Joint Comment Request.

SUMMARY: In accordance with the requirements of the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35), the OCC, the Board, and the FDIC (collectively, the "agencies") hereby give notice that they plan to submit to the Office of Management and Budget (OMB) requests for review of the information collections described below. The agencies may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid OMB control number.

On April 18, 2000, the agencies, under the auspices of the Federal Financial Institutions Examination Council (FFIEC), requested public comment for 60 days on the extension, without revision, of the currently approved information collections: the Foreign Branch Report of Condition (FFIEC 030). The agencies, however, are making a minor clarification to the FFIEC 030 general instructions, effective September 30, 2000.

DATES: Comments must be submitted on or before August 4, 2000.

ADDRESSES: Interested parties are invited to submit written comments to any or all of the agencies. All comments, which should refer to the OMB control number(s), will be shared among the agencies.

OCC: Written comments on the FFIEC 030 should be submitted to the Communications Division, Office of the Comptroller of the Currency, 250 E Street, S.W., Third Floor, Attention: 1557-0099, Washington, DC 20219. In addition, comments may be sent by facsimile transmission to (202)874-5274, or by electronic mail to regs.comments@occ.treas.gov. Comments will be available for inspection and photocopying at the OCC's Public Reference Room, 250 E