

need for an Environmental Impact Statement.

To provide additional definition to the MIS recommendations, alternatives for interchange improvements, mainline configurations, and direct HOV access were developed and evaluated.

Following an extensive and ongoing public involvement and outreach effort involving citizen workshops and information meetings, newsletters, a telephone hot-line, a website, and business/civic/neighborhood meetings, the alternatives were refined through an iterative screening process which determined the feasibility of implementing the various combinations of mainline configurations and interchange concepts. This screening process was based on engineering, operational, and environmental criteria. The most effective mainline and interchange combinations were combined into several "end-to-end" alternatives and carried forward for more detailed environmental analysis. Based on the initial results of this environmental analysis, it was determined that the proposed improvements to the Capital Beltway would result in greater environmental impacts than originally anticipated requiring the preparation of an Environmental Impact Statement.

Alternatives being considered for improving the Capital Beltway include various combinations of the following: Widening the existing roadway, implementing lane management strategies such as HOV lanes or express/local lanes, reconstructing existing interchanges, and providing new direct access points for HOV traffic. Other alternatives being considered include the Transportation System Management alternative and the No-Build alternative. Additional information on the scope of the proposed Capital Beltway improvements and the alternatives that will be evaluated in the Environmental Impact Statement is available on the Internet at <http://project1.parsons.com/capitalbeltway>.

This Environmental Impact Statement will replace the Environmental Assessment currently being prepared by FHWA and VDOT for the proposed Capital Beltway while building upon the scoping, engineering, and environmental work as well as the public involvement effort conducted to date. As part of the early coordination for the Environmental Assessment, letters describing the proposed action and soliciting input were sent to the appropriate Federal, State and local agencies, private organizations, citizens, and interest groups who have expressed or are known to have an interest in this

proposal. Coordination with these agencies, organizations and individuals will continue as the Environmental Impact Statement is prepared. All Federal, State, and local agencies contacted during the early coordination for the Environmental Assessment will be notified of the FHWA's intent to prepare an Environmental Impact Statement for the proposed Capital Beltway improvements and provided an additional opportunity to comment on its proposed scope. Similar notice will be given to private organizations, citizens, and interest groups that have previously expressed or are known to have interest in this proposal. In addition, public input will continue to be solicited through the ongoing public involvement and outreach effort. Public hearings will be held when the draft Environmental Impact Statement is completed. Public notices will be given of the times and places of the hearings, and the draft Environmental Impact Statement will be available for public and agency review and comment prior to the public hearings. Finally, preparation of this Environmental Impact Statement will be coordinated closely with the Maryland State Highway Administration's Capital Beltway Corridor Transportation Study, the Virginia Department of Rail and Public Transportation's Capital Beltway Corridor Rail Feasibility Study, and the Environmental Impact Statement currently being prepared for the Dulles Corridor Rapid Transit Project.

Although no formal scoping meeting is planned at this time, comments are invited from all interested parties to ensure that the full range of issues related to this proposed action are identified and taken into account. Comments or questions concerning the proposed action and draft Environmental Impact Statement should be directed to FHWA at the address provided above.

(Catalog of Federal Domestic 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 proposed action)

Authority: 23 U.S.C. § 315; 49 CFR 1.48.

Issued on June 30, 2000.

Edward S. Sundra,

Environmental Specialist, Sr.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this 30-day notice announces that the Information Collection Requirement (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collections of information was published on May 18, 2000 (65 FR 31624).

DATES: Comments must be submitted on or before August 11, 2000.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington, DC 20590 (telephone: (202) 493-6292), or Dian Deal, Office of Information Technology and Productivity Improvement, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6133). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Pub. L. No. 104-13, § 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 C.F.R. 1320.5, 1320.8(d)(1), 1320.12. On February 9, 2000, FRA published a 60-day notice in the **Federal Register** soliciting comment on ICRs that the agency was seeking OMB approval. 65 FR 6438. FRA received no comments in response to this notice.

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60

days after the 30 day notice is published. 44 U.S.C. 3507 (b)–(c); 5 CFR 1320.12(d); *see also* 60 FR 44978, 44983, Aug. 29, 1995. OMB believes that the 30 day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5 CFR 1320.12(c); *see also* 60 FR 44983, Aug. 29, 1995.

The summaries below describe the nature of the information collection requirements (ICRs) and the expected burden. The revised requirements are being submitted for clearance by OMB as required by the PRA.

Title: Hours of Service Regulations.
OMB Control Number: 2130–0005.

Type of Request: Extension of a currently approved collection.

Affected Public: Businesses.

Form(s): FRA F 6180.3.

Abstract: The collection of information is due to the railroad hours of service regulations set forth in 49 CFR Part 228 which require railroads to collect hours of duty for covered employees, and records of train movements. Railroads whose employees have exceeded maximum duty limitations must report the circumstances. Also, a railroad that has developed plans for construction or reconstruction of sleeping quarters (Subpart C of 49 CFR Part 228) must obtain approval of the Federal Railroad Administration (FRA) by filing a petition conforming to the requirements of Sections 228.101, 228.103, and 228.105.

Annual Estimated Burden Hours: 4,067,432.

Title: Railroad Operating Rules.

OMB Control Number: 2130–0035.

Type of Request: Extension of a currently approved collection.

Affected Public: Businesses.

Form(s): N/A.

Abstract: The collection of information is due to the railroad operating rules set forth in 49 CFR Part 217 which require Class I and Class II railroads to file with FRA copies of their operating rules, timetables, and timetable special instructions, and subsequent amendments thereto. Class III railroads are required to retain copies of these documents at their system headquarters. Also, 49 CFR 220.21(b) prescribes the collection of information which requires railroads to retain one copy of their current operating rules with respect to radio communications and one copy of each subsequent

amendment thereto. These documents must be made available to FRA upon request.

Annual Estimated Burden Hours: 131,192.

Title: State Safety Participation Regulations and Remedial Actions.

OMB Control Number: 2130–0509.

Type of Request: Extension of a currently approved collection.

Affected Public: Businesses.

Form(s): FRA F 6180.10/29/29A/33/61/67/68/68A/69/96/96A/96B

Abstract: The collection of information is set forth under 49 CFR Part 212, and requires qualified state inspectors to provide various reports concerning state investigative, inspection, and surveillance activities regarding railroad compliance with Federal railroad safety laws and regulations to FRA for monitoring and enforcement purposes. Additionally, railroads are required to report to FRA actions taken to remedy certain alleged violations of law.

Annual Estimated Burden Hours: 9,467.

Title: Rear-End Marking Devices.

OMB Control Number: 2130–0523.

Type of Request: Extension of a currently approved collection.

Affected Public: Businesses.

Form(s): N/A.

Abstract: The collection of information is set forth under 49 CFR Part 221 which requires railroads to furnish a detailed description of the type of marking device to be used for the trailing end of rear cars in order to ensure rear cars meet minimum standards for visibility and display. Railroads are required to furnish a certification that the device has been tested in accordance with current “Guidelines for Testing of FRA Rear End Marking Devices.” Additionally, railroads are required to furnish detailed test records which include the testing organizations, description of tests, number of samples tested, and the test results in order to demonstrate compliance with the performance standard.

Annual Estimated Burden Hours: 8.

Title: Certification of Glazing Materials.

OMB Control Number: 2130–0525.

Type of Request: Extension of a currently approved collection.

Affected Public: Businesses.

Form(s): FRA F 6180.3.

Abstract: The collection of information is set forth under 49 CFR Part 223 which requires the certification and permanent marking of glazing materials by the manufacturer along with the responsibility of the manufacturer to make available test

verification data to railroads and FRA upon request.

Annual Estimated Burden Hours: 1,010.

ADDRESSES: Send comments regarding these information collections to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, D.C., 20503. Attention: FRA Desk Officer.

Comments are invited on the following: Whether the proposed collections of information are necessary for the proper performance of the functions of FRA, including whether the information will have practical utility; the accuracy of FRA’s estimates of the burden of the proposed information collections; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collections of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

Authority: 44 U.S.C. §§ 3501–3520.

Margaret B. Reid,

Acting Director, Office of Information Technology and Support Systems, Federal Railroad Administration.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Automotive Fuel Economy Program; Report to Congress

The attached document, 24th Annual Report to Congress on the Automotive Fuel Economy Program, was prepared pursuant to 49 U.S.C. 32916 *et seq.* which requires that “the Secretary shall transmit to each House of Congress, and publish in the **Federal Register**, a review of the average fuel economy standards under this part.”

The 24th Annual Report to Congress on the Automotive Fuel Economy Program summarizes the fuel economy performance of the vehicle fleet and the activities of the National Highway Traffic Safety Administration (NHTSA) during 1999. Included in this report is a section summarizing rulemaking activities during 1999. This report is available on the Internet at: <http://www.nhtsa.dot.gov/cars/problems/studies/fuelecon/index.html>. To obtain paper copies of this document, you may