

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration****49 CFR Parts 222 and 229**

[Docket No. FRA-1999-6439, Notice No. 2]

RIN 2130-AA71

Use of Locomotive Horns at Highway-Rail Grade Crossings

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Proposed rule; notification of congressional contacts.

SUMMARY: On January 13, 2000, FRA published in the **Federal Register** a Notice of Proposed Rulemaking (NPRM) regarding the use of locomotive horns at highway-rail grade crossings (65 FR 2230). This document provides information pertaining to contacts that FRA officials have had with various with members of Congress regarding the NPRM.

ADDRESSES: The public docket is available at DOT's Docket Management Facility at room PL-401, 400 7th Street, SW., Washington, DC 20590. All documents are also available at the docket facilities web site at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Mark H. Tessler, Office of Chief Counsel, FRA, 1120 Vermont Avenue, NW., Washington, DC 20590 (telephone: 202-493-6061).

SUPPLEMENTARY INFORMATION:**Backgrounds***Congressional Meeting*

In the NPRM published on January 13, 2000, FRA established a comment period during which the public could provide its views on the NPRM. FRA stated: "Comments must be received by May 26, 2000. Comments received after that date will be considered to the extent possible without incurring additional expense or delay."

On June 22, 2000, Federal Railroad Administrator Jolene Molitoris met with certain members of Congress at their request to discuss the pending rulemaking. At the meeting, attended by Administrator Molitoris, FRA Chief Counsel S. Mark Lindsey, Speaker Dennis Hastert, Senator Richard Durbin, and Representatives William Lipinski, Judy Biggert, and John Porter, the FRA officials received a proposal from the Members concerning the proposed locomotive horn rule.

A summary of the discussion, together with the proposal presented to the

Administrator has been placed in the public docket of this proceeding and is identified as Document Number 2316 of Docket No. FRA-1999-6439. This document, together with all other documents contained in the public docket is available at DOT's Docket Management Facility at room PL-401, 400 7th Street, SW., Washington, DC 20590. All documents are also available at the docket facilities web site at <http://dms.dot.gov>.

Congressional Hearing

On July 18, 2000, Deputy Administrator John V. Wells testified before the House Subcommittee on Ground Transportation of the Committee on Transportation and Infrastructure regarding the NPRM. FRA will submit to the docket a copy of the transcript of that hearing when it is made available to FRA.

Issued in Washington, DC, on July 25, 2000.

S. Mark Lindsey,
Chief Counsel.

[FR Doc. 00-19397 Filed 7-31-00; 8:45 am]

BILLING CODE 4910-06-M**DEPARTMENT OF TRANSPORTATION****National Highway Traffic Safety Administration****49 CFR Part 575**

[Docket No. NHTSA-2000-6859; Notice 2]

RIN 2127-AC64

Consumer Information Regulations; Federal Motor Vehicle Safety Standards; Rollover Prevention

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.
ACTION: Extension of comment period.

SUMMARY: This document grants a request by the Alliance of Automobile Manufacturers to extend, for 30 days, the comment period on the agency's request for comment on the proposal to include ratings for rollover resistance in the New Car Assessment Program.

DATES: The comment period will close on August 30, 2000.

ADDRESSES: Comments should refer to Docket No. NHTSA-2000-6859 and be submitted to: Docket Management, Room PL-401, 400 Seventh St, SW, Washington, DC 20590. Docket room hours are from 10:00 a.m. to 5:00 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT: Gayle Dalrymple, Office of Crash

Avoidance Standards 202-366-5559 or by FAX to 202-493-2739. The mailing address is National Highway Traffic Safety Administration, NPS-23, 400 Seventh St, SW, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: On Thursday, June 1, 2000, NHTSA published a request for comment on the agency's intent to include a vehicle measure of rollover resistance, its Static Stability Factor (SSF), as an addition to the New Car Assessment Program (NCAP).

The agency believes that consumer information on the rollover risk of passenger cars and light multipurpose passenger vehicles and trucks, based on the vehicle's SSF, would reduce the number of injuries and fatalities from rollover crashes. This information would enable prospective purchasers to make informed choices about new vehicles based on differences in real-world rollover risk and serve as a market incentive to manufacturers in striving to design their vehicles with greater rollover resistance.

Included in the notice was a new statistical study undertaken to demonstrate a relationship between SSF and rollover rate representative of the whole country. A relationship between rollover rate and SSF normalized to the national rollover rate and to a nationally representative set of driver and road use variables was developed as a basis for a comparative rating system for rollover risk in the event of a single-vehicle crash. We had available crash reports of 185,000 single-vehicle crashes from six states from 1994 to 1997 in which it was possible to determine the make/model of the vehicles and whether rollover occurred in the course of a single-vehicle crash, and for which SSF data were also available. We also had the NASS GES data sampling system, with far fewer but nationally representative crash reports, to determine the national average rollover rate for the population of vehicles investigated in the state reports.

The notice specified a comment closing date of July 31, 2000 (60 days after date of publication). However, on July 10, 2000 we received a request for an extension of the comment closing date from the Alliance of Automobile Manufacturers (AAM). The AAM stated that it would need an additional 30 days to allow for replication and analysis of the statistical study presented in the appendix to the notice.

NHTSA wants the public to have adequate time to analyze the statistical study and other facts that are the basis for our proposed rollover rating system. The request for an additional 30 days