

daily traffic volume of as many as 90,000 vehicles per day in 1997. This facility experiences serious congestion and delays particularly during peak travel times and is considered to be a major transportation problem facing this rapidly growing region. Based upon current trends, traffic on I-85 will grow to over 216,000 vehicles by the year 2015. Currently, I-85 has a level of service of C or D and there are no planned or programmed improvements for I-85 within the West Corridor. Therefore, a substantial portion of this facility will still experience severe congestion by the year 2015.

Future growth projections for the region estimate a population increase of 57 percent and a 47 percent increase in employment by the year 2025. Current and anticipated growth in the Airport area will further increase demand for transportation services into, through and within the corridor.

The Charlotte Metropolitan Area has exceeded the Environmental Protection Agency's 1-hour and 8-hour standard for ozone each of the past three years. These violations will likely result in the County being designated as a non-attainment area for ozone, which will be officially stated by US EPA early next year. The primary contributor of air pollutants in the region is mobile emissions.

### III. Alternatives

The alternatives proposed for evaluation include: (1) No-Build, which involves no change to transportation service or facilities in the corridor beyond already committed projects; (2) a Transportation System Management alternative, which consists of low to medium cost improvements to the operations of the local bus service, the Charlotte Area Transit System, in addition to the currently planned transit improvements in the corridor; and (3) multiple "Build" alternatives including bus rapid transit (BRT) facilities along the I-85/Wilkinson Blvd. corridor and light rail transit (LRT) generally following the existing Norfolk Southern railroad right-of-way and/or major arterials within the study corridor. The "Build" alternatives may include alternative land use scenarios to evaluate the potential for focusing development around transit stations. Additional reasonable alternatives suggested through the scoping process may also be considered.

### IV. Probable Effects

FTA and the City of Charlotte will identify potentially significant social, economic, and environmental impacts associated with the alternatives

considered in the MIS. The primary environmental issues to be considered include potential impacts to air quality, noise and vibration, historical and archaeological resources, visual quality, wetlands, natural areas, rare and endangered species, water quality and potential contamination sites. The primary social and economic impacts proposed for analysis in the MIS include potential changes in land use and future developments, neighborhood and community resource impacts, relocations and displacement impacts, and traffic impacts throughout the project corridor. In addition, both beneficial and adverse impacts to minority and low-income groups will be evaluated. The impacts will be evaluated both for the construction period and for the long-term period of operation. Potential measures to mitigate any significant adverse impacts will be identified.

### V. FTA Procedures

In accordance with the federal transportation planning regulations (23 CFR part 450), the MIS will be prepared to include an evaluation of the social, economic, environmental impacts and benefits of the alternatives. The MIS will consider the public and agency comments received. At the conclusion of the MIS, the Metropolitan Transit Commission will select the preferred mode and general alignment alternative for the West Corridor (the LPA). Once the LPA has been included in the Mecklenburg-Union Metropolitan Planning Organization's adopted long-range transportation plan, this project and associated alignment, design, and other options will be further studied in the Preliminary Engineering/Environmental Impact Statement (PE/EIS) phase of project development. Opportunities for agency and public involvement will be provided throughout the MIS and PE/EIS phases.

Dated: September 22, 2000.

**Jerry Franklin,**

*FTA Regional Administrator.*

[FR Doc. 00-24863 Filed 9-28-00; 8:45 am]

BILLING CODE 4910-57-P

### DEPARTMENT OF THE TREASURY

#### Submission for OMB Review; Comment Request

September 21, 2000.

The Department of the Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995,

Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

**DATES:** Written comments should be received on or before October 30, 2000, to be assured of consideration.

#### Departmental Offices/Office of Foreign Assets Control

*OMB Number:* 1505-0130.

*Form Number:* None.

*Type of Review:* Extension.

*Title:* Iraqi Sanctions Regulations.

*Description:* United Nations Security Council Resolution 986 authorizes certain transactions with Iraq. These regulations implement that resolution pursuant to the International Emergency Economic Powers Act., 50 U.S.C. 1701-1706 and the United Nations Participation Act, 22 U.S.C. 287c.

*Respondents:* Business or other for-profit, Individuals or households, Not-for-profit institutions.

*Estimated Number of Respondents:* 150.

*Estimated Burden Hours Per Respondent:* 1 hour.

*Frequency of Response:* On occasion.

*Estimated Total Reporting Burden:* 150 hours.

Clearance Officer: Lois K. Holland (202) 622-1563, Departmental Offices, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

OMB Reviewer: Alexander T. Hunt (202) 395-7860, Office of Management and Budget, Room 10202, New Executive Office Building, Washington, DC 20503.

**Lois K. Holland,**

*Departmental Reports Management Officer.*

[FR Doc. 00-24971 Filed 9-28-00; 8:45 am]

BILLING CODE 4810-25-P

### DEPARTMENT OF THE TREASURY

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