and citizens who have previously expressed interest in or3 are known to be interested in this proposal.

A series of public meetings will be held in Dubuque, Iowa, during 2001 and 2002. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

A scoping meeting for identifying significant issues to be addressed in the environmental impact statement was held on March 21, 2001. The scoping record will be held open for 30 days from the publication of this Notice in the Federal Register.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the Iowa Department of Transportation or FHWA at the address provided in the caption **FOR FURTHER INFORMATION CONTACT**.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities apply to this program.)

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

Dated: April 10, 2001.

Susan E. Klekar,

Assistant Division Administrator.

[FR Doc. 01–9784 Filed 4–20–01; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Transportation Equity Act for the 21st Century; Critical Intelligent Transportation System Standards

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: The Transportation Equity Act for the 21st Century (TEA–21) requires the Secretary of Transportation to identify Intelligent Transportation System (ITS) standards considered critical to achieving national interoperability. With a consensus from ITS America, the Secretary has identified eighteen such standards. To ensure that the critical standards are implemented in a timely fashion, the TEA–21 requires the Secretary to establish provisional standards for those standards not adopted and published by January 1, 2001. All but two of the eighteen critical standards have been adopted and published. The TEA–21 also provides that the Secretary may waive the requirement to establish provisional standards if he determines that additional time would be productive or that establishing a provisional standard would be counterproductive. The Secretary has decided that more time would be productive to complete the standard would be counterproductive in both cases since many of the same individuals would be asked to assist in creating the provisional standards, thus further delaying the completion of these critical standards. Therefore, the Secretary decided to waive the requirement to develop provisional standards for the two critical ITS standards not adopted and published by January 1, 2001.

FOR FURTHER INFORMATION CONTACT: For the ITS standards program: Mr. Mike Schagrin, ITS Joint Program Office, HOIT, (202) 366–2180, e-mail address *mike.schagrin@fhwa.dot.gov*. For legal issues: Mr. Wilbert Baccus, Office of the Chief Counsel, (HCC–32) (202) 366–0780, e-mail address *wilbert.baccus@fhwa.dot.gov,* Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded by using a computer, modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512–1661. Internet users may reach the Office of the **Federal Register's** home page at *http://www.nara.gov/fedreg* and the Government Printing Office's web site at *http://www.access.gpo.gov/nara*.

Background

The Transportation Equity Act for the 21st Century (TEA–21), Public Law 105–178, 112 stat.107, states that the specific purpose of the ITS Standards Program is ''to promote and ensure interoperability in the implementation of intelligent transportation system technologies.'' The U.S. DOT has established cooperative agreements with five standards development organizations (SDOs) to accelerate the development of ITS standards that would promote national interoperability in ITS. These SDOs include: American Association of State Highway and Transportation Officials (AASHTO); American Society for Testing & Materials (ASTM); Institute of Electrical and Electronics Engineers (IEEE); Institute of Transportation Engineers (ITE); and Society of Automotive Engineers (SAE). Standards developed under this program are consensus standards and will remain the property of the SDO under which they were developed. Some ITS standards may be adopted by the Government as part of a rulemaking process, but that decision will not be made until the standard is complete and the need for rulemaking has been established.

Further, the TEA–21 requires the Secretary of Transportation to identify the standards that are considered to be critical to achieving national interoperability. To ensure that the critical standards are implemented in a timely fashion, the Secretary shall establish provisional standards for those critical standards that are not adopted and published by January 1, 2001.

The TEA–21 provides that if the Secretary determines that establishing a provisisonal standard is not necessary, then the Secretary may waive the requirement to establish a provisional standard if Secretary determines that additional time would be productive or that establishment of a provisional standard would be counterproductive.

After a consensus-building process led by ITS America, the Secretary developed and submitted a report to the Congress. The report describes and explains the criteria for selecting which standards are critical and identifies seventeen standards that meet the criteria. One of the critical standards identified in the report [1] (''High Speed FM Subcarrier Waveform Standard''), was subsequently divided into two separate standards (''Data Radio Channel (DARC) System'' and ''Subcarrier Traffic Information Channel (STIC) System''), thus yielding a total of eighteen critical standards, as follows:

[1] ''Intelligent Transportation Systems: Critical Standards,'' U.S. Department of Transportation, June 1999.

Lead SDO	Document No.	Title	Status
ANSI	TS286	Commercial Vehicle Credentials	Published.
ANSI	TS285	Commercial Vehicle Safety and Credentials Information Exchange	Published.
ANSI	TS284	Commercial Vehicle Safety Reports	Published.
SAE	J2353	Data Dictionary for Advanced Traveler Information System (ATIS)	Published.
EIA/CEA	EIA–794	Data Radio Channel (DARC) System	Published.
SAE	J1746	ISP-Vehicle Location Referencing Std.	Published.
SAE	J2354	Message Set for Advanced Traveler Information System (ATIS)	Published.
SAE	J2313	On-Board Land Vehicle Mayday Reporting Interface	Published.
ASTM	PS 105–99	Specification for Dedicated Short Range Comm. (DSRC) Data Link Layer: Medium Access and Logical Link Control.	Published.
ASTM	PS 111–98	Specification for Dedicated Short Range Comm. (DSRC) Physical Layer using Microwave in the 902–928 MHz Band.	Published.
SAE	J2369	Standard for ATIS Message Sets Delivered Over Bandwidth Restricted Media	Published.
IEEE	Std 1512–2000	Standard for Common Incident Management 2000 Message Sets (IMMS) for use by EMCs.	Published.
IEEE	Std 1489–1999	Standard for Data Dictionaries for Intelligent Transportation Systems	Published.
ITE	TM 1.03	Standard for Functional Level Traffic Management Data Dictionary (TMDD)	Under Development.
IEEE	Std 1455–1999	Standard for Message Sets for Vehicle/Roadside Communications	Published.
ASTM	TBD	Standard Specification on Dedicated Short Range Communications (DSRC) at 5.89 GHz Physical Layer.	Under Development.
EIA/CEA	EIA–795	Subcarrier Traffic Information Channel (STIC) System	Published.
IEEE	Std 1488–2000	Trial-Use Standard for Message Set Template for Intelligent Transportation Systems.	Published.

Copies of the final report regarding Critical Standards submitted to Congress in June 1999, can be obtained by contacting the Federal Highway Administration, ITS Joint Program Office, Room 3401, HOIT, 400 Seventh Street, SW., Washington, DC 20590. Alternatively, it may be obtained in electronic format by logging on to the U.S. DOT's ITS Standards home page *http://www.its-standards.net.*

As of this date, sixteen of the eighteen standards identified as critical have been adopted and published by one or more of the SDOs. Two remaining standards are still under development and did not meet the January 1, 2001, deadline for completion. These standards are: Standard for Functional Level Traffic Management Data Dictionary (TMDD) and the Standard Specification on Dedicated Short Range Communications (DSRC) at 5.89 GHz (this standard development effort may ultimately result in more than one standard).

The Standard for Functional Level Traffic Management Data Dictionary [TMDD] establishes data elements for roadway links and traffic-disruptive roadway incidents and events. It includes data elements for traffic control, ramp metering, traffic modeling, video camera control, traffic and parking management, weather forecasting, detectors, actuated signal controllers, vehicle probes, and dynamic message signs.

Although the TMDD will most likely not be adopted by the SDOs that are developing it until sometime after June 2001, portions of it are already being used by the ITS community. Since it is the intent of the TEA–21 that standards ''promote the widespread use and evaluation of intelligent transportation system technology as a component of the surface transportation systems of the United States,'' it is reasonable to conclude that TMDD is already achieving this goal. Since the standard is already being used prior to adoption and publication, issuing a provisional standard would be counterproductive. In addition, due to the nature of the ITS standards development process, there are a limited number of individuals who have the ability to create such a standard. If the Government created a provisional standard, many of the same individuals would be asked to assist in its creation, thus further delaying the ultimate completion of the work. The establishment of a provisional standard in this case would also negate the consensus standards process that is vital to the creation of robust, useful standards in the area of intelligent transportation. Thus, the Secretary of Transportation hereby waives the establishment of a provisional standard for the TMDD.

The Standard Specification on Dedicated Short Range Communications (DSRC) at 5.89 GHz will establish the specification for the radio frequency characteristics (physical layer) for DSRC operating in the range of 5.89 GHz. In addition, it will specify the protocol (data link) communications at this frequency. The DSRC standard remains under development by a standards committee and was not completed by January 1, 2001. It is likely that adoption and publication of one or more standards for DSRC at 5.89 GHz will not occur until at least early 2002.

The Federal Communications Commission only recently approved the 5.89 GHz band for dedicated short-range communications in December 1999, which is a contributing factor in not having the standard completed and published by the January 2001 deadlines. Standards for this type of communication will greatly expand opportunities for integrating a variety of vehicle-to-roadside services and payment systems.

The manufacturers of DSRC devices joined in ''pre-standards'' activities to define the requirements for devices operating at 5.9 GHz. However, the manufacturers face a technological challenge: existing silicon-based technology cannot economically operate at the higher frequencies, requiring devices based on gallium arsenide technology. In many regards this may be a benefit because all of the equipment manufacturers will be starting development anew, thereby ''leveling the field'' and circumventing the situation in the 915 MHz band where incompatible technologies predated the standards efforts.

Since DSRC manufacturers are working with potential users and standards writers to develop interoperable 5.9 GHz DSRC standards and equipment, it would be impractical to establish a separate project to write a provisional standard. During the time required to develop and draft a provisional standard, these standards would be completed. As noted above in the case of the TMDD standard, since the interested stakeholders are already

involved in the effort, few, if any, suitable experts would be available to the U.S. DOT to work on a provisional standard.

Thus, considering the mitigating factors noted above, and supporting the ongoing standard development efforts for the DSRC at 5.9 GHz standard the Secretary of Transportation hereby waives the establishment of a provisional standard. Additionally, by allowing the consensus standards development process to proceed normally, the standards developers will produce more robust standards in the long run. It will give them time to work out practical details and to verify that the standards will lead to economical development of devices that work effectively.

The Secretary will continue to monitor progress on the development of these two critical standards. If, within a six-month period after this waiver, satisfactory progress has not been made on the development of the two standards in question, the Secretary reserves the right to reevaluate the situation and decide whether establishing provisional standards would be beneficial to the goals of the ITS Program and the legislative intent of the TEA–21.

(**Authority:** 23 U.S.C. 315; sec. 5206, Pub. L. 105–178, 112 Stat. 107, 456 (1998); 49 CFR 1.48)

Issued on: April 17, 2001.

Vincent F. Schimmoller,

Deputy Executive Director, Federal Highway Administration.

[FR Doc. 01–9998 Filed 4–20–01; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA–01–9402]

Reports, Forms, and Record Keeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Request for extension of a currently approved collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before June 22, 2001.

ADDRESSES: Comments must refer to the docket notice numbers cited at the beginning of this notice and be submitted to Docket Management, Room PL–401, 400 Seventh Street, SW., Washington, DC 20590. Please identify the proposed collection of information for which a comment is provided, by referencing its OMB clearance number. It is requested, but not required, that 2 copies of the comment be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m.

FOR FURTHER INFORMATION CONTACT: Complete copies of each request for collection of information may be obtained at no charge from Mr. P. L. Moore, NHTSA 400 Seventh Street, SW., room #5320–C, NPS–32,Washington, DC 20590. Mr. Moore's telephone number is (202) 366–5222. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g. permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collections of information:

Title: 49 CFR 575–104.

OMB Control Number: 2127–0519.

Affected Public: All passenger car tire manufacturers and brand name owners offering passenger car tires for sale in the United States.

Form Number: This collection of information uses no standard form.

Abstract: Part 575 requires tire manufacturers and tire brand owners to submit reports to NHTSA regarding the UTQGS grades of all passenger car tire lines they offer for sale in the United States. This information is used by consumers of passenger car tires to compare tire quality in making their purchase decisions. The information is provided in several different ways to insure that the consumer can readily see and understand the tire grades: (1) The grades are molded into the sidewall of the tire so that they can be reviewed on both the new tires and the old tires that are to be replaced; (2) a paper label is affixed to the tread face of the new tires that provides the grades of that particular tireline along with an explanation of the grading system; (3) tire manufacturers provide dealers with brochures for public distribution listing the grades of all of the tirelines they offer for sale; and (4) NHTSA compiles the grading information of all manufacturers' tirelines into a booklet that is available to the public both in printed form and on the website.

Estimated Annual Burden to the Manufacturer: NHTSA estimates that a total of 72,450 man-hours are required to write the brochures, engrave the new passenger car tire molds, and affix the paper labels to the tires. Based on an average hourly rate of $18.00 per hour for rubber workers in the United States, the total cost to the manufacturers is $1,304,100.00 to perform those items listed above. The largest portion of the cost burden imposed by the UTQGS program arises from the testing necessary to determine the grades that should be assigned to the tires. An average of 125 convoys, consisting of four vehicles each, are run each year for treadwear testing. NHTSA estimates it cost $0.46 per vehicle mile including salaries, overhead, and reports. This brings the annual treadwear testing cost to $1,656,000.00. For traction testing, it is estimated that 1,500 tires are tested annually with an estimated cost of $33,000 for use of the government test facility. Using a factor of 3.5 times the $33,000 to cover salary and overhead of