

*Type of review:* Reinstatement, without change, of a previously approved collection for which OMB control number has expired.

*Respondents:* Class I railroads.

*Number of respondents:* Fewer than 10.

*Estimated time per response:* 107 hours, based on information provided by the railroad industry during the 1990's. It is possible that the time required to collect this information is overstated given the advances in computerized data collection and processing systems.

*Frequency of response:* Quarterly, with an annual summation.

*Total annual hour burden:* Less than 4,280 hours annually.

*Total annual "non-hour burden" cost:* We have identified no "non-hour cost" burdens associated with this collection.

*Needs and uses:* This collection shows the number of employees, service hours and compensation, by employee group (executive, professional, maintenance-of-way and equipment and transportation), of the reporting railroads. See 49 CFR 1245. The information is used by the Board to forecast labor costs and measure the efficiency of the reporting railroads. The information also is used by the Board to evaluate proposed regulated transactions that may impact rail employees, including mergers and consolidations, acquisitions of control, purchases and abandonments. Other Federal agencies and industry groups, including the Railroad Retirement Board, Bureau of Labor Statistics and Association of American Railroads, depend on the information contained in the reports to monitor railroad operations. Certain information from the reports is compiled and published on the Board's Web site, <http://www.stb.dot.gov>. The information contained in the reports is not available from any other source.

#### Collection Number 5

*OMB Control Number:* 2140-XXXX.

*Title:* Monthly Report of Number of Employees of Class I Railroads.

*Form number:* STB Form 350.

*Type of review:* Reinstatement, without change, of a previously approved collection for which OMB control number has expired.

*Respondents:* Class I railroads.

*Number of respondents:* Fewer than 10.

*Estimated time per response:* 1.25 hours.

*Frequency of response:* Monthly.

*Total annual hour burden:* Less than 150 hours annually.

*Total annual "non-hour burden" cost:* We have identified no "non-hour cost" burdens associated with this collection.

*Needs and uses:* This collection shows, for each reporting carrier, the average number of employees at mid-month in the six job classification groups that encompass all railroad employees. See 49 CFR 1246. The information is used by the Board to forecast labor costs and measure the efficiency of the reporting railroads. The information also is used by the Board to evaluate proposed regulated transactions that may impact rail employees, including mergers and consolidations, acquisitions of control, purchases and abandonments. Other Federal agencies and industry groups, including the Railroad Retirement Board, Bureau of Labor Statistics and Association of American Railroads, depend on the information contained in the reports to monitor railroad operations. Certain information from the reports is compiled and published on the Board's Web site, <http://www.stb.dot.gov>. The information contained in the reports is not available from any other source.

#### Collection Number 6

*OMB Control Number:* 2140-XXXX.

*Title:* Annual Report of Cars Loaded and Cars Terminated.

*Form number:* Form STB-54.

*Type of review:* Existing collection in use without an OMB control number.

*Respondents:* Class I railroads.

*Number of respondents:* Fewer than 10.

*Estimated time per response:* 4 hours.

*Frequency of response:* Annual.

*Total annual hour burden:* Less than 40 hours annually.

*Total annual "non-hour burden" cost:* We have identified no "non-hour cost" burdens associated with this collection.

*Needs and uses:* This collection reports the number of cars loaded and cars terminated on the reporting carrier's line. See 49 CFR 1247. Information in this report is entered into the Board's Uniform Rail Costing System (URCS), which is a cost measurement methodology. URCS was developed by the Board pursuant to 49 U.S.C. 11161 and is used as a tool in rail rate proceedings to calculate the variable costs associated with providing a particular service in accordance with 49 U.S.C. 10707(d). The Board also uses URCS to analyze the information that it obtains through the annual railroad industry waybill sample, see 49 CFR 1244, and in railroad abandonment proceedings to measure off-branch costs in accordance with 49 CFR 1152.32(n).

There is no other source for the information contained in this report.

#### Collection Number 7

*OMB Control Number:* 2140-XXXX.

*Title:* Quarterly Report of Freight Commodity Statistics (Form QCS).

*Form number:* None.

*Type of review:* Reinstatement, without change, of a previously approved collection for which OMB control number has expired.

*Respondents:* Class I railroads.

*Number of respondents:* Fewer than 10.

*Estimated time per response:* 217 hours.

*Frequency of response:* Quarterly, with an annual summation.

*Total annual hour burden:* Less than 8,680 hours annually.

*Total annual "non-hour burden" cost:* We have identified no "non-hour cost" burdens associated with this collection.

*Needs and uses:* This collection, which is based on information contained in waybills used by railroads in the ordinary course of business, reports car loadings and total revenues by commodity code for each commodity that moved on the railroad during the reporting period. See 49 CFR 1248. Information in this report is entered into the Uniform Rail Costing System (URCS), which is a cost-measurement methodology. URCS was developed by the Board pursuant to 49 U.S.C. 11161 and is used in rail rate proceedings as a tool to calculate the variable costs of providing a particular rail service in accordance with 49 U.S.C. 10707(d). The Board also uses URCS to analyze the information that it obtains through the annual railroad waybill sample and in railroad abandonment proceedings to measure off-branch costs in accordance with 49 CFR 1152.32(n). There is no other source for the information contained in this report.

Dated: October 18, 2002.

**Vernon A. Williams,**  
Secretary.

[FR Doc. 02-27216 Filed 10-24-02; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

#### Release of Waybill Data

The Surface Transportation Board has received a request from Reebie Associates on behalf of the Kansas City Southern Railway (WB595-10/22/02), for permission to use certain data from the Board's Carload Waybill Samples. A copy of the request may be obtained

from the Office of Economics, Environmental Analysis, and Administration.

The waybill sample contains confidential railroad and shipper data; therefore, if any parties object to these requests, they should file their objections with the Director of the Board's Office of Economics, Environmental Analysis, and Administration within 14 calendar days of the date of this notice. The rules for release of waybill data are codified at 49 CFR 1244.8.

**FOR FURTHER INFORMATION CONTACT:** Mac Frampton, (202) 565-1541.

**Vernon A. Williams,**  
Secretary.

[FR Doc. 02-27217 Filed 10-24-02; 8:45 am]

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## DEPARTMENT OF THE TREASURY

### Federal Law Enforcement Training Center

#### FLETC Glynco, GA; Notice of Intent

**AGENCY:** Federal Law Enforcement Training Center, Treasury.

**ACTION:** Notice of intent to hold public meeting and prepare an environmental assessment.

**SUMMARY:** Notice is hereby given that the Federal Law Enforcement Training Center (FLETC), pursuant to the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality Regulations for Implementing the National Environmental Policy Act (40 CFR parts 1500-1508), and the Department of the Treasury Directive 75-02 (Department of the Treasury Environmental Quality Program), proposes to prepare an Environmental Assessment related to the limited acquisition of certain public roadways adjacent to the FLETC Glynco, Georgia facility. The proposed action is associated with a previous FLETC action involving the purchase of property and buildings located at the intersection of Sidney Lanier Drive and Ethridge Drive, Brunswick, Georgia, which are adjacent to the existing FLETC site. The action addressed herein includes acquisition of portions of these public roads near their intersection, construction of cul-de-sacs where these public roads are blocked to allow turnarounds, security fencing to connect and incorporate the property and

buildings noted above into the perimeter of the adjacent FLETC site, and extension of the current FLETC internal perimeter road. Double leaf security gates will be installed in each cul-de-sac.

**Meeting Information:** Public participation in the scoping process will be an integral part of this project. During the scoping process the FLETC will seek information, comments, and guidance from agencies and the public that may be interested in, or affected by, this project. The scoping process will include: (a) Identification of potential issues; (b) identification of issues to be analyzed in depth; (c) elimination of insignificant issues; (d) identification of potential environmental effects; (e) exploration of potential alternatives; and (f) determination of potentially involved agencies. The FLETC will conduct a meeting associated with the scoping of the assessment of potential significant environmental impacts related to the project. The meeting will be advertised in a newspaper of general circulation in the project area. The meeting will be open to the interested public, and federal, state, and local government agencies, and will be held on November 7, 2002 from 7 p.m. until 9 p.m. at the Coastal Georgia Community College 3700 Altama Avenue Brunswick, Georgia in the Southeast Georgia Conference Center for Continuing Education Building. The public and agencies are invited to participate in the planning and analysis of the proposed project. Representatives of the FLETC and its consultants will be available at the meeting to discuss the FLETC's environmental review process, describe the project and alternatives under consideration, discuss the scope of environmental issues to be considered in accordance with the requirements of NEPA, and answer questions and written comments.

**DATES:** Written comments will be accepted until December 8, 2002.

**ADDRESSES:** *Send comments to:* FLETC, Building T-726, Glynco, GA 31524.

**FOR FURTHER INFORMATION CONTACT:** Susan Shaw, NEPA Coordinator/Project Manager, FLETC, at (912) 261-4557. Ms. Shaw's e-mail address is [sshaw@fletc.treas.gov](mailto:sshaw@fletc.treas.gov).

**SUPPLEMENTARY INFORMATION:** The Federal Law Enforcement Training Center has a mission of providing high quality, cost-effective training of federal law enforcement personnel. The Glynco, Georgia FLETC facility is the primary

training location for FLETC, with others located in Maryland and New Mexico.

Alternatives being considered by the FLETC for this project include: (a) No Action—Continuation of the present road configuration and public access without security improvements to the buildings; (b) Proposed Action—Acquisition of public roads, inclusion of the buildings into the FLETC site, construction of cul-de-sacs, and construction of perimeter fencing and road; (c) Alternative—Improvements to building security without road acquisition, with continued isolation of the buildings from the contiguous FLETC site.

Based on the input received at the public meeting, and ongoing contact and involvement of the interested agencies and the public, the FLETC will prepare a Draft Environmental Assessment addressing the significance of the project and its impact for public review and comment. Distribution and placement of this document in publicly accessible places such as the regional library and government offices will occur. A Final Environmental Assessment will be prepared considering the comments from agencies and the public received following the review period for the draft document.

Should the FLETC determine, based on the information presented in the Final Environmental Assessment for the project, that the impacts of the acquisition and associated construction will not have a significant environmental impact, it will prepare a Finding of No Significant Impact (FONSI) for publication in the **Federal Register** and in a newspaper of general circulation in the project area. Should significant environmental impacts be determined to exist due to the project, the FLETC will proceed with the preparation of an Environmental Impact Statement, per the requirements of NEPA, the Council on Environmental Quality, and its own environmental policies and procedures.

**Authority:** The Council on Environmental Quality's National Environmental Policy Act, 40 CFR parts 1500 *et seq.*

Dated: October 21, 2002.

**Paul Magalski,**

Assistant Director, Office of Compliance,  
Federal Law Enforcement Training Center.

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