

(DelDOT), will prepare an Environmental Impact Statement (EIS) to consider additional north-south capacity either as a new facility on new alignment or widened existing facility, west of Coastal Highway (SR 1). The project study limits are generally bound by Old Landing Road (CR 274) to the south, Red Mill Pond at SR 1 to the north, SR 1 to the east and Love Creek to the west. Access limitations will be considered during the course of the study. Because of the potential for a new alignment alternative, access restrictions and the resulting potential for significant impacts on the human and natural environment, the FHWA has determined that an EIS is the appropriate documentation for any corridor changes that may be selected.

The study of transportation changes in eastern Sussex County was introduced in the DelDOT sponsored State Route 1 Grid Study, 1999. As part of the Phase I recommendations, a network of secondary road connections was proposed. As part of the State Route 1 Grid Study, Phase II, a recommendation to create a new roadway connection between SR 1 west of Five Points, south to Route 9 was made. The new roadway connection was proposed to meet one of the new secondary road connections of the Phase I study, creating a new roadway corridor west of Plantation Road from Route 1 north of Five Points to south of Old Landing Road.

Subsequent to the SR 1 Grid Study, DelDOT and Sussex County jointly conducted the SR 1 Land Use & Transportation Study (LUTS), August 2003. The stated objective of this study was “* * * to effectively address joint interests in the transportation systems and land use for the Rehoboth/Lewes area.” The SR 1 LUTS overall objectives were to increase the mobility of area residents by developing alternative roadway links and connections; provide a variety of ways to travel; reduce congestion; improve safety, maintain the character of the study area, and gain public acceptance of the study recommendations. The centerpiece long-term recommendation of the SR 1 LUTS was a new controlled access parkway west of Route 1 that would run from northwest of Five Points to Country Club Road (CR 273).

A program of public involvement and coordination with Federal, State, and local agencies has been initiated. Both agency and public involvement will continue throughout project development. Comments are being solicited from appropriate Federal, State, and local agencies, and to private organizations and citizens who have

previously expressed or are known to have interest in this proposal. Public scoping meetings will be held. Additional informational meetings will be scheduled during the course of the study. In addition, a formal public hearing will be held after the draft EIS has been prepared. Public notice will be given of the time and place of the scoping meetings, and the formal public hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing on the draft EIS.

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 FHWA or DelDOT at the addresses 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 program)

Issued by: June 29, 2005.

Raymond J. McCormick,

Division Administrator, Federal Highway Administration, Dover, Delaware.

[FR Doc. 05-13240 Filed 7-5-05; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration, DOT.

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it is seeking renewal of the following currently approved information collection activities. Before submitting these information collection requirements (ICRs) for clearance by the Office of Management and Budget (OMB), FRA is soliciting public comment on specific aspects of the activities identified below.

DATES: Comments must be received no later than September 6, 2005.

ADDRESSES: Submit written comments on any or all of the following proposed activities by mail to either: Mr. Robert

Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington, DC 20590, or Mr. Victor Angelo, Office of Support Systems, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, “Comments on OMB control number 2130-0544.” Alternatively, comments may be transmitted via facsimile to (202) 493-6230 or (202) 493-6170, or e-mail to Mr. Brogan at robert.brogan@fra.dot.gov, or to Mr. Angelo at victor.angelo@fra.dot.gov. Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

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 Victor Angelo, Office of Support Systems, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6470). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Public Law No. 104-13, section 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 provide 60-days notice to the public for comment on information collection activities before seeking approval for reinstatement or renewal by OMB. 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1), 1320.10(e)(1), 1320.12(a). Specifically, FRA invites interested respondents to comment on the following summary of proposed information collection activities regarding (i) Whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (ii) the accuracy of FRA’s estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (iii) ways for FRA to enhance the quality, utility, and clarity of the information being

collected; and (iv) ways for FRA to minimize the burden of information collection activities on the public by automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submission of responses). See 44 U.S.C. 3506(c)(2)(A)(I)-(iv); 5 CFR 1320.8(d)(1)(I)-(iv). FRA believes that soliciting public comment will promote its efforts to reduce the administrative and paperwork burdens associated with the collection of information mandated by Federal regulations. In summary, FRA reasons that comments received will advance three objectives: (i) Reduce reporting burdens; (ii) ensure that it organizes information collection

requirements in a "user friendly" format to improve the use of such information; and (iii) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

Below is a brief summary of the currently approved ICRs that FRA will submit for clearance by OMB as required under the PRA:

Title: Passenger Equipment Safety Standards.

OMB Control Number: 2130-0544.

Abstract: The information gained from daily inspections is used to detect and correct equipment problems so as to prevent collisions, derailments, and other occurrences involving railroad passenger equipment that cause injury

or death to railroad employees, railroad passengers, or to the general public; and to mitigate the consequences of any such occurrences, to the extent that they can not be prevented. The information provided promotes passenger train safety by ensuring requirements are met for railroad equipment design and performance; fire safety; emergency systems; the inspection, testing, and maintenance of passenger equipment; and other provisions for the safe operation of railroad passenger equipment.

Affected Public: Businesses.

Respondent Universe: 22 railroads.

Frequency of Submission: On occasion; annually.

REPORTING BURDEN

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
216.14—Special Notice For Repairs: Passenger Equip..	22 railroads	9 forms	5 minutes	1 hour	\$34
238.7—Waivers	22 railroads	9 waivers	2 hours/25 hours	64 hours	2,176
238.15—Movement of Passenger Equip. w/power brake defects: Limitations on movement found during Class I/IA Brake Test.	22 railroads	1,000 tags/cards	3 minutes	50 hours	2,250
—Limitations on movement of passenger equip. in passenger service that becomes defective en route after Class I/IA brake test.	22 railroads	288 tags/cards	3 minutes	14 hours	630
—Conditional Requirement: Notifications.	22 railroads	144 Notifications	3 minutes	7 hours	315
238.17—Movement of Passenger Equip. w/Other than Power Brake Defects: Defects Developed En Route.	22 railroads	200 tags/cards	3 minutes	10 hours	300
—Special Requisites For Movement of Equipment w/Safety Appliance Defects.	22 railroads	76 tags/cards	3 minutes	4 hours	120
—Notifications	22 railroads	38 notifications	30 seconds	19 minutes	10
238.19—Reporting and Tracking Defective Passenger Equipment: Updated List.	1 railroad	1 update	1 hour	1 hour	34
238.21—Special Approval Procedure: Petitions For Alternative Std.	22 railroads	1 petition	16 hours	16 hours	544
—Petitions For Alternative Compl.	22 railroads	1 petition	120 hours	120 hours	4,080
238.21—Petitions For Special Approval of Pre-Revenue Service Acceptance Plan.	22 railroads	2 petitions	40 hours	80 hours	2,720
—Comments	Unknown	8 comments	1 hour	80 hours	440
238.103—Fire Safety: Equipment Design (New Equip.).	9 equipment manufacturers.	7.2 equip. designs ..	540 hours	3,888 hours	198,720
—Subsequent Modifications	9 equipment manufacturers.	7.2 equip. designs ..	60 hours	432 hours	43,200
—Existing Equipment: Fire Safety Analysis.	9 equipment manufacturers.	18 analyses	30 hours	540 hours	54,000
—Equipment Transfers: New Analysis.	9 equipment manufacturers.	1 analysis	20 hours	20 hours	2,000
238.107—Inspection, Testing, and Maintenance Plan: Annual Reviews.	22 railroads	22 reviews	60 hours	1,320 hours	44,880
238.109—Training, Qualification, and Designation Prog.—Training Employees Who Perform Mechanical Insp.	7,500 employees; 100 trainers.	2,500 employees trained/100 instructors.	1.33 hours	3,458 hours	103,075
—Recordkeeping	22 railroads	2,500 records	3 minutes	125 hours	4,250
238.111—Pre-Revenue Service Acceptance Testing Plan: Equipment Previously Used in Revenue Service.	9 equipment manufacturers.	7.2 plans	16 hours	115 hours	7,705
—Equipment Not Previously Used in Revenue Service.	9 equipment manufacturers.	7.2 plans	192 hours	1,382 hours	138,200

REPORTING BURDEN—Continued

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
—Subsequent Orders	9 equipment manufacturers.	7.2 plans	60 hours	432 hours	33,762
238.203—Static End Strength: Grandfathering of Non-Complaint Equipment.	22 railroads	1 petition	100 hours	100 hours	5,500
—Comments	Unknown	3 comments	20 hours	60 hours	3,300
238.237—Automated Monitoring	22 railroads	22 documents	2 hours	44 hours	1,496
—Display Regarding Defective Alerter/Deadman Control.	22 railroads	100 tags	3 minutes	5 hours	225
238.303—Exterior Calendar Day Inspection of Equip..	22 railroads	25 notices	1 minute50 hour	23
—Defective Dynamic Brakes on MU Locomotive.	22 railroads	50 tags/cards	3 minutes	3 hours	135
—Defective Dynamic Brakes on Conventional Locos.	22 railroads	50 tags/cards	3 minutes	3 hours	135
—Records	22 railroads	2,017,756 records ..	1 minute	33,629 hours	1,143,386
238.305—Interior Calendar Day Mechanical Insp.: Tagging Req.	22 railroads	540 tags	1 minute	9 hours	324
—Records	22 railroads	1,866,904 records ..	1 minute	31,115 hours	1,057,910
238.307—Periodic Mechanical Inspection of Pass. Cars: Notification of Alternative Intervals.	22 railroads	5 notifications	5 hours	25 hours	850
—Non-Complying Conditions	22 railroads	200 notices	2 minutes	7 hours	238
—Records	22 railroads	56,462 records	2 minutes	1,882 hours	63,988
—Reliability Assessments Concerning Alt. Inspection Interval.	22 railroads	5 documents	100 hours	500 hours	17,000
238.311—Single Car Test: Movement to Nest Forward Location.	22 railroads	25 tags	3 minutes	1 hour	36
238.315—Class IA Brake Test	22 railroads	365,000 communications.	3 seconds	304 hours	0
—Communication Signal Tests	22 railroads	365,000 tests	15 seconds	1,521 hours	51,714
238.317—Class II Brake Test: Communication Signal System Test.	22 railroads	365,000 tests	15 seconds	1,521 hours	51,714
238.431—Brake Test: Analysis	1 railroad	1 analysis	40 hours	40 hours	1,360
238.437—Emergency Comm.	3 car manufacturers	3 sets of instruction + 25 decals.	25 hours/10 min.	79 hours	2,670
238.441—Emergency Roof Location	3 car manufacturers	3 sets of instruction + 25 placards.	25 hours/60 min.	100 hours	3,300
238.445—Automated Monitoring	1 railroad	10,000 alerts/alarms	10 seconds	28 hours	0
—Self-Tests: Notific.	1 railroad	21,900 notifications	20 seconds	122 hours	0

Total Responses: 5,076,058.

Estimated Total Annual Burden: 83,257 hours.

Status: Regular Review.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC on June 29, 2005.

D.J. Stadler,

Director, Office of Budget, Federal Railroad Administration.

[FR Doc. 05–13186 Filed 7–5–05; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement for the East Contra Costa BART Extension, California

AGENCY: Federal Transit Administration, U.S. Department of Transportation.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA) and the San Francisco Bay Area Rapid Transit District (BART) intend to prepare a joint Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA) and Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for proposed transit service to eastern Contra Costa County. The project would extend service from the existing BART terminus station at

Pittsburg/BayPoint, through the communities of Pittsburg, Antioch, Brentwood, and Oakley, to a new terminus in Byron. The corridor generally follows State Route 4 through the eastern part of the county. As an extension of BART service into Eastern Contra Costa County, the project, commonly referred to as “eBART,” is intended to improve travel in the increasingly congested State Route 4 corridor by providing direct coordinated connections to the BART system. An earlier planning and feasibility study completed in 2002 evaluated a wide range of alternatives and recommended an innovative transit service concept, which employs light-weight, self-propelled rail cars known as Diesel Multiple Units (DMUs) on right-of-way to be acquired from the Union Pacific Railroad. Service with DMUs is intended to provide a seamless connection to the existing BART service but at a much lower cost.