

It is the Regional Council's practice to provide an opportunity for members of the public to make oral public comments at its meetings. Public comment session is scheduled from 11:00 a.m.–noon CST. Members of the public who wish to make oral public comments may do so during the Public comments portion of the agenda. Up to one hour will be allotted for the Public comments with participation available on a first-come, first-served basis. Speakers addressing the Council are requested to limit their remarks to no more than 5 minutes. Persons wishing to speak register at the door and are then called on by the Council Chair during the public comment period. Hand-out materials should be limited to one printed page. Written comments are also invited and may be mailed to the Regional Resource Stewardship Council, Tennessee Valley Authority, 400 West Summit Hill Drive, WT 11A, Knoxville, Tennessee 37902.

DATE: The meeting will be held on Thursday, January 18, 2001, from 8:30 a.m. to 5 p.m. CST.

ADDRESS: The meeting will be held in Nashville, Tennessee, at the Sheraton Downtown Hotel, 623 Union Street, Nashville, Tennessee 37219, and will be open to the public. Anyone needing special access or accommodations should let the contact below know at least a week in advance.

FOR FURTHER INFORMATION CONTACT: Sandra L Hill, 400 West Summit Hill Drive, WT 11A, Knoxville, Tennessee 37902, (865) 632-2333.

Dated: December 19, 2000.

Kathryn J. Jackson,
Executive Vice President, River System Operations & Environment, Tennessee Valley Authority.

[FR Doc. 01-425 Filed 1-5-01; 8:45 am]

BILLING CODE 8120-08-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Mercer and Middlesex Counties, New Jersey

AGENCY: Federal Highway Administration (FHWA), USDOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for changes being considered to Route 1 and intersecting roadways in the greater Penn's Neck Area to improve transportation service.

FOR FURTHER INFORMATION CONTACT: Robin Schroeder, Program Operations Director or Amy Fox, Environmental Coordinator, Federal Highway Administration, 840 Bear Tavern Road, Suite 310, West Trenton, NJ 08628.

SUPPLEMENTARY INFORMATION: Pursuant to Title 23, Code of Federal Regulations, Part 771, Environmental Impact and Related Procedures, the FHWA, in cooperation with the New Jersey Department of Transportation (NJDOT), will prepare an environmental impact statement in accordance with the National Environmental Policy Act (NEPA), on alternatives for modifications to Route 1 and intersecting roadways in the Penn's Neck Area, to improve transportation service. Generally, the section of Route 1 under evaluation extends from Alexander Road Interchange in West Windsor Township in Mercer County to Scudders Mill Road Interchange in Middlesex County. The EIS will evaluate the No-Action and Build Alternatives to determine potential impacts and costs associated with each.

An Environmental Assessment (EA)/Section 4(F) Evaluation of some alternative solutions for mobility and congestion problems in the Penn's Neck area of Route 1 was developed by FHWA and NJDOT and made available to the public and review agencies during October 2000. Subsequently, a decision was made by Governor Christine Todd Whitman to prepare an EIS to allow broader public participation in the process and a fuller evaluation of alternatives and impacts. After publication of this Notice, the FHWA in cooperation with NJDOT will continue the scoping process begun during the preparation of the EA to evaluate alternatives already under review and to identify additional possible alternatives. This process will also identify significant issues to be addressed in the EIS.

To ensure that issues involving this proposed action are addressed fully and significant concerns are identified, written comments, suggestions or questions should be directed to the FHWA at the address provided above or directed to: Mr. Andras Fekete, Manager, Bureau of Environmental Services, New Jersey Department of Transportation, 1035 Parkway Avenue, Trenton, NJ 08625-0600, Telephone: 609-530-2824.

The public will receive notices on location and time of future opportunities for participation at meetings and public hearings through newspaper advertisements and other means. If you wish to be placed on the

mailing list to receive further information as the project develops, contact Mr. Andras Fekete at the address above.

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

Issued on: December 28, 2000.

Robin Schroeder,
Program Operations Director, FHWA—New Jersey Division, Trenton.

[FR Doc. 01-406 Filed 1-5-01; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket Number NHTSA-2000-8273]

Reports, Forms, and Recordkeeping Requirements

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

ACTION: Request for public comment on proposed collections 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 reinstatements of previously approved collections.

This document describes two collections of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before March 9, 2001.

ADDRESSES: Comments must refer to the docket and notice number cited at the beginning of this notice and be submitted to U.S. Department of Transportation Dockets, 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 Control Number. It is requested, but not required, that one original plus two copies of the comments be provided. The Docket Section is open on weekdays from 10:00 a.m. to 5:00 p.m.

FOR FURTHER INFORMATION CONTACT: Complete copies of each request for

collection of information may be obtained at no charge from Ms. Henrietta L. Spinner, NHTSA, 400 Seventh Street, Southwest, Room 5320, NPS-32, Washington, DC 20590. Ms. Spinner's telephone number is (202) 366-0846. Please identify the relevant collection of information by referring to its OMB clearance 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 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. 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 comment on the following current collections of information for which the agency is seeking extension of their approval from OMB:

Title: 49 CFR 537—Automotive Fuel Economy Reports.

OMB Control No.: 2127-0019.

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

Abstract: Part 537 requires automobile manufacturers to submit semi-annual reports to NHTSA regarding their efforts to improve fuel economy.

Type of Request: Extension of a currently approved collection.

Affect Public: Business or other for-profit organizations.

Requested Expiration Date: Three years from approval date.

Summary of the Collection of Information: NHTSA ensures that

automobile manufacturers comply with 49 CFR part 537—Automotive Fuel Economy Reports. Part 537 requires that automobile manufacturers submit reports to NHTSA regarding their efforts to improve automotive fuel economy.

Section 32907 of Chapter 329 of title 49 of the United States Code requires each automobile manufacturer (other than those low volume manufacturers which were granted an alternative fuel economy standard under section 32902 (d)) to submit semi-annual reports to the agency relating to that manufacturers' efforts to comply with average fuel economy standards. One report is due during the 30-day period preceding the beginning of each model year (the "pre-model year report") and the other is due during the 30-day period beginning on the 180th day of the model year (the "mid-model year report").

Section 32907 (a)(1) of Chapter 329 provides that each report must contain a statement as to whether the manufacturer will comply with average fuel economy standards for that year, a plan describing the steps the manufacturer took or will take to comply with the standards, and any other information the agency may require. Whenever a manufacturer determines that a plan it has submitted in one of its reports is no longer adequate to assure compliance, it must submit a revised plan.

Description of the Need for the Information and Proposed Use of the Information: This information assists NHTSA in evaluating automobile manufacturers' plans for complying with average fuel economy standards and in preparing an annual review of the average fuel economy standards. The information is collected by NHTSA by having the automobile manufacturers mail their semi-annual automotive fuel economy reports and/or submit a copy on computer diskette to the agency. The required information is used for four basic purposes. These purposes are: (a) To give NHTSA advance indication if any manufacturer will fail to comply with the applicable average fuel economy standards; (b) to give NHTSA necessary information to prepare fuel economy reports; (c) to assist NHTSA in responding to general information requests concerning automotive fuel economy, which are routinely received from Congress, other parts of the Executive branch, and the public; and (d) to provide NHTSA with detailed and accurate technical and economic information used to evaluate possible future average fuel economy standards which may be established by NHTSA.

Description of the Likely Respondents (Including Estimated Number, and

Proposed Frequency of Response to the Collection of Information): NHTSA anticipates that no more than 17 vehicle manufacturers will be affected by the reporting requirements. NHTSA does not believe any of these 17 manufacturers are a small business (i.e., one that employs less than 500 persons). NHTSA anticipates a total of about 40 responses may be filed by these 17 manufacturers. Most manufacturers will respond semiannually; however, a few manufacturers may respond more frequently.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information: NHTSA estimates that the vehicle manufacturers will incur a total annual reporting and cost burden of 3,300 hours and \$645,000.

Title: 49 CFR 583—Automobile Parts Content Labeling.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2127-0573.

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

Requested Expiration Date of Approval: Three years from approval date.

Summary of the Collection of Information: NHTSA ensures that automobile manufacturers comply with 49 CFR Part 583—Automobile Parts Content Labeling. Part 583 establishes requirements for the disclosure of information relating to the countries of origin of the equipment of new passenger motor vehicles.

Description of the Need for the Information and Proposed Use of the Information: This information will be used by NHTSA to determine whether manufacturers are complying with the American Automobile Labeling Act (49 United States Code 32304). The American Automobile Labeling Act requires all new passenger motor vehicles (including passenger cars, certain small buses, all light trucks and multipurpose passenger vehicles with a gross vehicle weight rating of 8,500 pounds or less), to bear labels providing information about domestic and foreign content of their equipment. With the affixed label on the new passenger motor vehicle, it serves as an aid to potential purchasers in the selection of new passenger motor vehicles by providing them with information about the value of the U.S./Canadian and foreign parts of each vehicle, the countries of origin of the engine and transmission, and the site of the vehicle's final assembly.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the

Collection of Information): NHTSA anticipates that no more than 17 vehicle manufacturers will be affected by these reporting requirements. NHTSA does not believe any of these 17 manufacturers are a small business (*i.e.*, one that employs less than 500 persons). Manufacturers of new passenger motor vehicles, including passenger cars, certain small buses, and light trucks with a gross vehicle weight rating of 8,500 pounds or less, must file a report annually.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information: NHTSA estimates that the vehicle manufacturers will incur a total annual reporting and cost burden of 6,066 hours and \$4,700,000. The amount includes annual burden hours incurred by multi-stage manufacturers and motor vehicle equipment suppliers.

Issued on: January 2, 2001.

Noble N. Bowie,

Acting Associate Administrator for Safety, Performance Standards.

[FR Doc. 01-433 Filed 1-5-01; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33979]

CenTra, Inc., et al.—Continuance in Control Exemption—Riverview Trenton Railroad Company

CenTra, Inc. (CenTra) and Crown Enterprises, Inc. (Crown) (collectively applicants), noncarriers, have filed a verified notice of exemption to continue in control of the Riverview Trenton Railroad Company (Riverview), upon Riverview's becoming a Class III railroad.

The transaction was expected to be consummated on the effective date of the exemption. The earliest the transaction could be consummated was December 20, 2000, 7 days after the exemption was filed.

This transaction is related to STB Finance Docket No. 33980, *Riverview Trenton Railroad Company—Acquisition and Operation Exemption—Crown Enterprises, Inc.*, wherein Riverview seeks to acquire a line of railroad approximately 1.5 miles long in Riverview and Trenton, MI.

CenTra controls Crown and Crown controls Jefferson Terminal Railroad Company (Jefferson), an entity formed to become a Class III railroad, which has filed a notice of exemption to acquire

and operate a line owned by Crown in Detroit, MI.¹

Applicants state that (i) the rail lines of Riverview and Jefferson will not connect with each other, (ii) the transaction is not part of a series of transactions that would connect the railroads with each other and there is no other railroad in the corporate family, and (iii) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the notice contains false or misleading information, the exemption is *void ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33979, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Daniel C. Sullivan, Esq., Sullivan & Hincks, 122 W. 22nd Street, Suite 350, Oak Brook, IL 60523.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: December 29, 2000.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 01-329 Filed 1-8-01; 8:45 am]

BILLING CODE 4915-00-P

¹ The notice of exemption was filed in *Jefferson Terminal Railroad Co.—Acquisition and Operation Exemption—Crown Enterprises, Inc.*, STB Finance Docket No. 33950 (STB served and published at 65 FR 66802 on Nov. 7, 2000). A petition filed by the City of Detroit to revoke the exemption is currently pending.

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33980]

Riverview Trenton Railroad Company—Acquisition and Operation Exemption—Crown Enterprises, Inc.

Riverview Trenton Railroad Company (Riverview), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Crown Enterprises, Inc. and operate approximately 1.5 miles of rail line within a 76-acre parcel in Riverview and Trenton, MI.¹ The line connects with the track of the Canadian National Railway Company subsidiary Grand Trunk Western Railroad, Inc. (CN), over which Consolidated Rail Corporation (Conrail) has operated, at the exit from the southwesterly edge of the 195.45-acre DSC site, as the track traverses diagonally across the intersection of King Road and W. Jefferson Avenue, in Trenton, near the FN Tower and CN River Subdivision milepost 10.96. The line also connects with the track of the CN as the line exits the 76-acre parcel at the northwest corner where it traverses W. Jefferson Avenue near its junction with Ford Avenue in Riverview and extends into the so-called CN Penn Salt Yard, over which Conrail has operated, near CN River Subdivision milepost 9.39.²

This transaction is related to STB Finance Docket No. 33979, *CenTra, Inc., et al.—Continuance in Control Exemption—Riverview Trenton Railroad Company*, wherein CenTra, Inc., et al. has filed a verified notice to continue in control of Riverview upon its becoming a Class III rail carrier.

The transaction was expected to be consummated immediately after the effective date of the exemption. The earliest the transaction could be consummated was December 20, 2000, 7 days after the exemption was filed.³

¹ In addition, Riverview has acquired from DSC Ltd. (DSC), a noncarrier and nonaffiliate, related track and trackage rights within a 195.45-acre industrial site located adjacent to Riverview's 76-acre parcel.

² Riverview reports that all operations will occur within the Conrail Detroit Shared Asset Area as designated in a transaction approved by the Board, and consummated by the parties on June 1, 1999. See *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail Inc. and Consolidated Rail Corporation*, STB Finance Docket No. 33388, Decision No. 89 (STB served July 23, 1998).

³ Riverview notes that it will apply to CN and Conrail for switching and interchanging of traffic to and from the tracks it owns, and/or will operate

Continued