

III. Probable Effects

The proposed changes are likely to have adverse and beneficial impacts on the environment. It is anticipated at this time that the following issues will be of concern:

- Transportation
- Noise and air quality impacts
- Land use
- Archaeological, historic and cultural resources
- Hazardous materials
- Parks and recreation areas
- Coastal zones

The SDEIS is not intended to repeat all the analyses contained in the project's MIS/DEIS. Most analyses would be limited to the immediate study area of the Kakaako Makai branch, Pensacola Street alignment change, and Aloha Stadium ramp. System-level impacts (i.e., impacts of the entire BRT Alternative) would be discussed in the SDEIS, if the proposed changes would alter the results of any analysis provided in the MIS/DEIS.

Letters describing the proposed action and soliciting comments have been sent to 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. 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 FTA, FHWA, or the DTS at the addresses provided above.

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

Issued on: September 20, 2001.

Leslie T. Rogers,

Regional Administrator.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2001-10620]

Reports, Forms, and Record Keeping Requirements

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

ACTION: Request for public comment on proposed 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 November 26, 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 9 a.m. to 5 p.m.

FOR FURTHER INFORMATION CONTACT: For further information, contact Edward Jettner, NHTSA, 400 Seventh Street, SW., Room 5320, NPS-11, Washington, DC 20590. Mr. Jettner's telephone number is (202) 366-4917. 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 5CFR 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;

(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: Phase-in Production Reporting Requirements for Advanced Air Bags.

Type of Request: Extension of a currently approved collection.

Affected Public: Individuals, households, business, other for-profit, not-for-profit, farms, Federal Government and State, Local or Tribal Government.

OMB Control Number: 2127-0599.

Abstract: 49 U.S.C. 30111, 30112, and 30117 authorize the issuance of Federal Motor Vehicle Safety Standards (FMVSS) and the collection of data which support their implementation. Using this authority, the agency issued a modification to FMVSS 208, Occupant Crash Protection, to require advanced air bags in accordance with the Transportation Equity Act of the 21st Century (TEA 21) which was enacted by the United States Congress in 1998.

A two-stage phase-in is included in FMVSS 208 to allow for the introduction of advanced air bags. Manufacturers must equip a certain percentage of their new vehicle fleets with advanced air bags and report their production to NHTSA according to the following schedule, arranged to provide introduction of advanced air bags in two discrete phases:

	Percent
Phase 1 Production Reporting	
First year (model year 2004), beginning September 1, 2003	35
Second year (model year 2005) beginning September 1, 2004 ..	65
Third year (model year 2006) beginning September 1, 2005.	
Phase 2 Production Reporting	100%
First year (model year 2008), beginning September 1, 2007	35
Second year (model year 2009) beginning September 1, 2008 ..	65
Third year (model year 2010) beginning September 1, 2009	100

For each report, the manufacturer will provide, in addition to the identity, addresses, etc., several numerical items of information. The information

includes, but is not limited to, the following items.

Total number of vehicles manufactured for sale during the preceding production year; and

Total number of vehicles manufactured during the production year that are in compliance with the regulatory requirements.

Estimated Annual Burden: 1260 hours.

Number of Respondents: 21.

Issued on: September 20, 2001.

Stephen R. Kratzke,

Associate Administrator for Safety Performance Standards.

[FR Doc. 01-23988 Filed 9-25-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-6583; Notice 3]

Cancellation of Public Workshop

AGENCY: National Highway Traffic Safety Administration.

ACTION: Cancellation of public workshop.

SUMMARY: We are issuing this notice to inform the public of the cancellation of the public workshop for the New Car Assessment Program (NCAP) on Consumer Braking Information. The workshop, scheduled for September 26, 2001, in Washington, DC, will not be held. The agency strongly urges all interested parties to submit written comments to the subject docket by October 15, 2001. These comments, and any data that are submitted, will be used to assist in finalizing plans for a pilot program on brake testing of model year 2003 vehicles.

DATES: We are canceling the public workshop scheduled for September 26, 2001.

FOR FURTHER INFORMATION CONTACT: Mr. Jeff Woods, Office of Safety Performance Standards, NPS-22, National Highway Traffic Safety Administration, 400 Seventh Street SW, Washington, DC 20590. Telephone: (202) 366-6206; Fax: (202) 366-4329, email: jwoods@nhtsa.dot.gov.

SUPPLEMENTARY INFORMATION:

Background

On July 17, 2001, we published a **Federal Register** Notice (66 FR 37253) requesting comments on our consumer braking information program for light vehicles that are currently subjected to the NCAP program. We also announced

a public workshop for September 26, 2001, to discuss technical issues of this program. On September 4, 2001, the agency published a second notice (66 FR 46305), providing more details of the meeting. The purpose of the meeting was to have an open discussion on issues including driver variability, test surface variability, and the consumer information format, prior to the public preparing their formal comments and submitting them to the docket.

A number of people who had planned to attend the meeting have contacted NHTSA to tell us that they cannot travel to Washington at this time. Therefore, NHTSA has decided to cancel the public meeting scheduled for September 26, 2001. We believe we can have an effective public dialogue on this subject using the normal notice and comment procedures.

As stated in our July 17, 2001, Request for Comments notice, the comment period will close on October 15, 2001. We will review all of the comments regarding technical aspects of our draft test protocol and suggestions for methods of reporting braking information to consumers, and consider what additional research or testing may be appropriate in the near term to address any concerns that are raised. We do not have plans to reschedule the public meeting at this time, but will consider the need to do so once we have reviewed the comments that are submitted. We anticipate that future **Federal Register** notices and submissions to the docket will keep the public informed of our progress on this program, such as finalizing the test protocol and the format for such consumer information.

Availability of Relevant Documents

The July 17, 2001, Request for Comments notice for the NCAP Braking program has been placed in the docket. To obtain that notice, you may either visit the docket in Washington, DC, or query the Department of Transportation docket website.

The docket is located at Room PL-401, 400 Seventh Street, SW, Washington, DC. Docket hours are 9 a.m. to 5 p.m., Monday through Friday. The Docket Management System website is <http://dms.dot.gov/>. You should search for Docket No. 6583.

Written Comments

We urge all interested parties to provide written comments on this program, especially those that will help to improve the quality of the program. Please submit them by the comment closing date of October 15, 2001. Comments must refer to the Docket and

Notice numbers cited at the beginning of this notice and be submitted to: Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, D.C. 20590. The Docket Section is open on weekdays from 9:00 AM to 5:00 PM. Alternatively, you may submit your comments electronically by logging onto the Docket Management System website at <http://dms.dot.gov>. Click on "Help & Information" or "Help/Info" to view instructions for filing your comments electronically. Regardless of how you submit your comments, you should mention the docket number (6583) of this program.

Issued on: September 21, 2001.

Noble N. Bowie,

Acting Associate Administrator for Safety Performance Standards.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2000-8459; Notice 2]

Continental General Tire, Inc.; Grant of Application for Decision That Noncompliance Is Inconsequential to Motor Vehicle Safety

Continental General Tire, Inc., (Continental) has determined that approximately 22,500 P235/75R15 Grabber AT OWL passenger tires supplied to the replacement market do not meet the labeling requirements mandated by Federal Motor Vehicle Safety Standard (FMVSS) No. 109, "New Pneumatic Tires."

Pursuant to 49 U.S.C. 30118(d) and 30120(h), Continental petitioned for a determination that this noncompliance is inconsequential to motor vehicle safety and filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports."

Notice of receipt of the application was published, with a 30-day comment period, on January 2, 2001 in the **Federal Register** (66 FR 131). NHTSA received one comment on this application, which was submitted by Advocates for Highway and Auto Safety (Advocates).

FMVSS No. 109, paragraph S4.3 (e), requires that each tire shall have permanently molded into or onto both sidewalls the actual number of plies in the sidewall, and the actual number of plies in the tread area, if different.

According to Continental, the noncompliance with S4.3 (e) relates to the mold numbers 33316 and 33317,