

Highway and Transportation Authority (HTA), will prepare a joint environmental impact statement (EIS) on a proposal to construct a new roadway between the municipalities of Hatillo and Aguadilla.

Various environmental resources and issues are known to exist within the limits of the study area for this project. These resources and issues include, but are not limited to: location of prime agricultural land; archaeological resources; historic resources; residential, business and recreational land uses; geology; water quality; scenic viewsheds; native plant communities; wetlands; noise; and preservation of the natural, cultural, scenic and recreational values of the area. Any resources protected under Section 4(f) of the Department of Transportation Act¹ (49 U.S.C. 303 and 23 U.S.C. 138; 23 CFR 771.135(a)) will be addressed in a section 4(f) statement to be prepared for this project.

Section 106 of the National Historic Preservation Act (Pub. L. 89-665, 80 Stat. 915; 36 CFR part 800) applies to the project. Consultation pursuant to Section 106 is being initiated.

The EIS will address the impacts related to the construction of a new roadway in the Hatillo-Aguadilla Corridor. Recent planning efforts leading to the preparation of an EIS include development of design concepts for the following alternatives: (1) No Action; (2) Conversion to Expressway of existing road PR-2; (3) A New Road, and; (4) A combination of alternatives (2) and (3).

Correspondence describing this proposed action and requesting comments will be sent to appropriate Federal, Commonwealth, and local agencies and to private organizations and individuals that have previously expressed, or are known to have, an interest in this proposal. In addition, public scoping meetings will be held in the Spring/Summer of 2003.

To ensure that the full range of issues and alternatives related to this proposed action is addressed and all significant issues identified, comments and suggestions are invited from interested parties. Comments or questions concerning this proposed action should be directed to the FHWA at the address provided above. The view of agencies having interest on this proposal or

knowledge of potential effects on the environmental resources listed above is requested.

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

Issued on: May 13, 2003.

Lubin M. Quiñones,

Division Administrator, Puerto Rico Division Office.

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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 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 July 21, 2003.

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 Ms. Debra Steward, Office of Information Technology and Productivity Improvement, 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 ____." 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 Ms. Steward at debra.steward@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 Debra Steward, Office of Information Technology and Productivity Improvement, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6139). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Pub. L. 104-13, § 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

¹ Section 4(f) of Pub. L. 89-670, 80 Stat. 934, was repealed by Pub. L. 97-449, 96 Stat. 2444, and enacted without substantive change at 49 U.S.C. 303; Section 138 of title 23, U.S.C., remains unchanged. Because of common usage and familiarity, the term section 4(f) continues to be used by the Department of Transportation in matters relating to 49 U.S.C. 303 and 23 U.S.C. 138.

information requested. *See* 44 U.S.C. 3501.

Below are brief summaries of the three currently approved information collection activities that FRA will submit for clearance by OMB as required under the PRA:

Title: State Safety Participation Regulations and Remedial Actions.

OMB Control Number: 2130-0509.

Abstract: The collection of information is set forth under 49 CFR part 212, and requires qualified state inspectors to provide various reports to FRA for monitoring and enforcement purposes concerning state investigative, inspection, and surveillance activities regarding railroad compliance with Federal railroad safety laws and regulations. Additionally, railroads are required to report to FRA actions taken

to remedy certain alleged violations of law.

Form Number(s): FRA F 6180.10; FRA F 6180.29/29A/33; FRA F 6180.61; FRA F 6180.67; FRA F 6180.68/68A/69/96/96A/96B.

Affected Public: Businesses.

Respondent Universe: States and railroads.

Reporting Burden:

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
Application For Participation.	15 States	15 updates	2.5 hours	38	\$1,748
Training Funding Agreement.	30 States	30 agreements	1 hour	30	1,380
Inspector Training Reimbursement.	30 States	300 vouchers	1 hour	300	12,600
Supervisor Travel Reimbursement.	30 States	30 vouchers	1 hour	30	1,380
Annual Work Plan	30 States	30 reports	15 hours	450	20,700
Inspection Form	30 States	18,000 reports	15 minutes	4,500	189,000
Violation Form	30 States	629 reports	4 hours	2,516	105,672
Remedial Actions Reports	573 Railroads	5,048 reports	15 minutes	1,262	80,768
Violation Report Challenge.	573 Railroads	1,010 challenges	1 hour	1,010	64,640
Delayed Reports	573 Railroads	505 reports	30 minutes	253	16,192

Total Responses: 25,597.

Estimated Total Annual Burden: 10,389 hours.

Status: Regular review.

Title: Certification of Glazing Materials.

OMB Control Number: 2130-0525.

Abstract: The collection of information is set forth under 49 CFR Part 223, which requires the certification and permanent marking of glazing materials by the manufacturer. The manufacturer is also responsible for making available test verification data to railroads and FRA upon request.

Form Number(s): N/A.

Affected Public: Businesses.

Respondent Universe: 5 manufacturers.

Total Responses: 25,211.

Estimated Total Annual Burden: 119 hours.

Status: Regular review.

Title: Two-Way End-of-Train Devices.

OMB Control Number: 2130-0540.

Abstract: Section 20141 of the United States Code amended the Federal Rail Safety Laws by adding certain statutory mandates related to power brake safety, specifically regarding two-way end-of-train telemetry devices (two-way EOTs). This Section required two-way end-of-train devices (or devices able to perform the same function) on road trains other than locals, road switchers, or work trains to enable the initiation of emergency braking from the rear of the train. The information collected

enhances rail safety by ensuring that the locomotive engineer is notified if someone other than a train crew member tests the two-way end-of-train devices at the initial terminal or other point of installation to confirm that the device is capable of initiating an emergency power brake application from the rear of the train. The information collected is also used to by FRA to verify that the end-of-train telemetry equipment is properly calibrated for accuracy according to the manufacturer's specifications at least every 365 days. Additionally, the information collected verifies that the two-way end-of-train devices standards—such as the front unit having a manually operated switch that is labeled "Emergency" which can initiate an emergency brake transmission to the rear unit (when activated)—are met.

Form Number(s): N/A.

Affected Public: Businesses.

Respondent Universe: Railroads.

Total Responses: 521,500.

Estimated Total Annual Burden: 5,042 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 May 14, 2003.

Kathy A. Weiner,

Office of Information Technology and Support Systems, Federal Railroad Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Oregon Department of Transportation

(*Waiver Petition Docket Number FRA-2003-15168*)

The State of Oregon, Department of Transportation (ODOT) owns three self-propelled passenger coaches (Railway Diesel Cars—RDC) which were built by the Budd Company in 1956. These cars are not used in regular commuter service, but only on a limited seasonal