

DATES: Requests for international slots must be submitted no later than October 15, 2001.

ADDRESSES: Requests may be submitted by mail to Slot Administration Office, AGC-230, Office of the Chief Counsel, 800 Independence Ave., SW., Washington, DC 20591; facsimile: 202-267-7668; ARINC: DCAYAXD; email address: 9-AWA-slotadmin@faa.gov.

FOR FURTHER INFORMATION CONTACT: Lorelei Peter, Airspace and Air Traffic Law Branch, Regulations Division, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone number: 202-267-3073.

Issued in Washington, DC on August 22, 2001.

David G. Leitch,
Chief Counsel.

[FR Doc. 01-21720 Filed 8-27-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Uniform Relocation and Real Property Acquisition for Federal and Federally-Assisted Programs; Fixed Payment for Moving Expenses; Residential Moves

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: The purpose of this notice is to publish changes in the residential moving expense and dislocation allowance schedule for the States and Territories of Alabama, American Samoa, California, Colorado, Florida, Guam, Hawaii, Idaho, Illinois, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, North Mariana Islands, Ohio, Oklahoma, Oregon, South Carolina, South Dakota, Tennessee, Texas, Vermont, West Virginia, and Wyoming as provided for by Section 202(b) of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. The Uniform Act applies to all programs or projects undertaken by Federal agencies or with Federal financial assistance that cause the displacement of any person.

DATE: The provisions of this notice are effective September 27, 2001, or on such earlier date as an agency elects to begin operating under this schedule.

FOR FURTHER INFORMATION CONTACT: Ronald E. Fannin, Office of Real Estate

Services, (202) 366-2042, email address: ronald.fannin@fhwa.dot.gov; or Reid Alsop, Office of the Chief Counsel, (202) 366-2043, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded by using a computer, modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Services at (202) 512-1661. Internet users may reach the Office of the **Federal Register's** home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's database at: <http://www.access.gpo.gov>.

Background

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 U.S.C. 4601-4655, established a program, which includes the payment of moving and related expenses, to assist persons who move because of Federal or federally assisted projects. The FHWA is the lead agency for implementing the provisions of the Uniform Act, and has issued government-wide implementing regulations at 49 CFR part 24. The government-wide regulations also apply to other agencies within the U.S. DOT that are covered by the Uniform Act.

The following 17 Federal departments and agencies have, by cross-reference, adopted the government-wide regulations:

Department of Agriculture
Department of Commerce
Department of Defense
Department of Education
Department of Energy
Environmental Protection Agency
Federal Emergency Management Agency
General Services Administration
Department of Health and Human Services
Department of Housing and Urban Development
Department of the Interior
Department of Justice
Department of Labor
Department of Veterans Affairs
National Aeronautics and Space Administration
Pennsylvania Avenue Development Corporation
Tennessee Valley Authority

Section 202(b) of the Uniform Act provides that as an alternative to being paid for actual moving and related

expenses, a displaced individual or family may elect payment for moving expenses on the basis of a moving expense schedule established by the head of the lead agency. The government-wide regulations at 49 CFR 24.302 provide that the FHWA will develop, approve, maintain and update this schedule, as appropriate.

The purpose of this notice is to update the schedule published on December 12, 1996 (61 FR 65425). The schedule is being updated to reflect the increased costs associated with moving personal property and is developed from data provided by State highway agencies. This update increases the schedule amounts in the States and Territories of Alabama, American Samoa, California, Colorado, Florida, Guam, Hawaii, Idaho, Illinois, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, North Mariana Islands, Ohio, Oklahoma, Oregon, South Carolina, South Dakota, Tennessee, Texas, Vermont, West Virginia, and Wyoming. The following exceptions and limitations apply to this schedule:

1. The expense and dislocation allowance provided to a person who is an occupant of a dormitory style room shared by two or more other unrelated persons, and whose residential move is performed by an agency at no cost to the person, is limited to \$50.00. (Several States have requested that in such a case the allowance be increased to \$100.00. The \$50.00 limit cannot be revised or eliminated by this notice because it is established by regulation (49 CFR 24.302). However, we note that State agencies may request a waiver of the \$50.00 limit on a case-by-case basis pursuant to 49 CFR 24.7.)

2. An occupant will be paid on an actual cost basis for moving his or her mobile home from the displacement site. In addition, a reasonable payment to the occupant for packing and securing property for the move may be paid at the agency's discretion.

3. An occupant who moves from a mobile home may be paid for the removal of personal property from the mobile home in accordance with the moving and dislocation allowance payment schedule.

The schedule continues to be based on the "number of rooms of furniture" owned by a displaced individual or family and was developed from data provided by State highway agencies. In the interest of fairness and accuracy, and to encourage the use of the schedule (and thereby simplify the computation and payment of moving expenses), an

agency should increase the room count for the purpose of applying the schedule if the amount of possessions in a single room or space actually constitutes more than the normal contents of one room of furniture or other personal property. For example, a basement may count as two

rooms if the equivalent of two rooms worth of possessions are located in the basement. In addition, an agency may elect to pay for items stored outside the dwelling unit by adding the appropriate number of rooms.

Authority: 42 U.S.C. 4622(b) and 4633(b); 49 CFR 1.48 and 24.302.

Issued on: August 22, 2001.

Vincent F. Schimmoller,
Deputy Executive Director.

**UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT—RESIDENTIAL MOVING EXPENSES
AND DISLOCATION ALLOWANCE PAYMENT SCHEDULE**

State	Occupant owns furniture (1) and (2)									Occupant does not own furniture (3)	
	Number of rooms of furniture								Each addit'l room		
	1 room	2 rooms	3 rooms	4 rooms	5 rooms	6 rooms	7 rooms	8 rooms		1 room not furn.	Addit'l room
Alabama	400	525	650	775	900	1025	1150	1275	125	300	50
Alaska	525	750	975	1200	1400	1575	1750	1925	150	350	50
American Samoa	282	395	508	621	706	790	875	960	85	226	28
Arizona	500	600	700	800	900	1000	1100	1220	100	300	50
Arkansas	250	350	450	550	625	700	775	850	75	200	25
California	575	750	925	1100	1325	1550	1775	2000	200	375	60
Colorado	400	550	700	850	1000	1150	1300	1450	150	300	50
Connecticut	250	400	550	650	750	850	950	1050	100	225	35
Delaware	250	400	550	650	750	850	950	1050	100	225	35
DC	250	400	550	650	750	850	950	1050	100	225	35
Florida	500	650	825	1000	1150	1300	1450	1600	150	400	75
Georgia	450	650	850	1000	1220	1350	1500	1600	125	250	35
Guam	282	395	508	621	706	790	875	960	85	226	28
Hawaii	550	900	1250	1550	1850	2100	2350	2600	200	300	100
Idaho	400	550	700	850	950	1050	1150	1250	100	300	50
Illinois	400	550	700	800	900	1000	1100	1220	100	325	35
Indiana	250	400	550	650	750	850	950	1050	100	225	35
Iowa	550	700	800	900	1000	1100	1220	1300	125	250	25
Kansas	300	500	700	850	900	1000	1100	1220	150	250	50
Kentucky	450	620	790	960	1130	1300	1470	1640	170	350	50
Louisiana	250	350	450	550	625	700	775	850	75	200	25
Maine	350	450	550	650	725	800	875	950	75	200	25
Maryland	350	500	650	800	925	1050	1175	1300	100	225	35
Massachusetts	250	400	550	650	750	850	950	1050	100	225	35
Michigan	425	625	825	900	1025	1150	1300	1400	200	375	100
Minnesota	400	550	700	850	1000	1150	1300	1400	100	275	50
Mississippi	400	500	600	700	800	900	1000	1100	100	300	50
Missouri	500	600	700	800	900	1000	1100	1220	100	300	50
Montana	325	450	575	725	825	900	1000	1100	100	250	35
Nebraska	345	485	620	760	865	965	1070	1175	105	275	35
Nevada	360	540	720	900	1080	1260	1440	1620	180	300	60
New Hampshire	450	600	750	900	1050	1220	1350	1500	150	200	150
New Jersey	350	500	700	850	1000	1150	1250	1400	250	225	35
New Mexico	400	650	880	1040	1220	1360	1520	1680	160	360	55
New York	400	550	700	850	1000	1150	1300	1450	150	300	100
North Carolina	350	500	650	750	850	950	1050	1150	150	250	50
North Dakota	350	500	650	775	900	1025	1100	1225	125	300	45
N. Mariana Is	282	395	508	621	706	790	875	960	85	226	28
Ohio	400	600	800	950	1100	1250	1400	1550	150	250	50
Oklahoma	450	600	750	900	1025	1150	1275	1400	100	300	50
Oregon	350	500	700	900	1075	1250	1425	1600	175	300	50
Pennsylvania	250	400	550	650	750	850	950	1050	100	225	35
Puerto Rico	250	350	450	550	625	700	775	850	75	200	25
Rhode Island	400	500	600	700	800	900	1000	1100	100	300	25
South Carolina	550	625	850	1000	1220	1350	1475	1650	150	400	50
South Dakota	350	500	650	800	900	1220	1400	1600	200	300	40
Tennessee	450	600	750	900	1050	1220	1350	1500	150	300	50
Texas	350	500	650	800	950	1050	1150	1250	100	300	50
Utah	250	350	450	550	625	700	775	850	75	200	25
Vermont	350	500	650	800	950	1050	1150	1250	100	300	50
Virgin Islands	250	350	450	550	625	700	775	850	75	200	25
Virginia	300	500	600	700	800	900	1000	1100	100	225	35
Washington	450	600	750	900	1050	1220	1350	1500	150	300	50
West Virginia	500	650	775	900	1075	1225	1350	1500	150	225	35
Wisconsin	350	500	650	750	850	950	1050	1150	125	325	60
Wyoming	300	400	500	600	700	800	900	1000	100	200	35

Exceptions: See exceptions and limitations Paragraphs 1–3 on page 4.

[FR Doc. 01-21723 Filed 8-27-01; 8:45 am]
BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2000-8210]

Agency Information Collection Activities Under OMB Review: OMB Control No. 2126-0011 (Commercial Driver Licensing and Test Standards)

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FMCSA announces that the Information Collection Request (ICR) described in this notice is being sent to the Office of Management and Budget (OMB) for review and approval. The FMCSA is requesting OMB's continued approval of the information that is required for Commercial Driver Licensing and Test Standards. The ICR describes the information collection and its expected burden. We are required to send ICRs to OMB under the Paperwork Reduction Act. The FMCSA published the required **Federal Register** notice offering a 60-day comment period on this information collection on May 7, 2001 (66 FR 23082). No comments were received during this comment period. However, one comment was received after the docket closed. Because of the tardiness of the comment, an evident misunderstanding of the proper procedure to use for calculation of burden hours, and several remarks addressed to the CDL program in general rather than the information collection burden, FMCSA will respond directly to the submitter rather than discuss the comment in this notice. A copy of FMCSA's response to this comment will be provided to Docket No. FMCSA-2000-8210.

DATES: Please submit comments by August 27, 2001.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street NW., Washington, DC 20503, *Attention:* DOT Desk Officer. We particularly request your comments on whether the collection of information is necessary for the FMCSA to meet its goal of reducing truck crashes, including whether the information is useful to this goal; the accuracy of the estimate of the burden of the information collection; ways to enhance the quality, utility and clarity of the information collected; and

ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. OMB wants to receive comments within 30 days of publication of this notice in order to act on the ICR quickly.

FOR FURTHER INFORMATION CONTACT: Mr. Larry Slade (202) 366-5721, Office of Safety Programs, State Programs Division (MC-ESS), Federal Motor Carrier Safety Administration, 400 Seventh Street SW., Washington, DC 20590. Office hours are from 7:30 a.m. to 4:00 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Commercial Driver Licensing and Test Standards.

OMB Approval Number: 2126-0011.

Background: In 1986, Congress enacted the Commercial Motor Vehicle Safety Act (CMVSA), Public Law 99-570, Title XII, among other things, to establish minimum standards for testing and licensing persons who want to operate a commercial motor vehicle (CMV) by weight or use category, and requiring drivers to have a single commercial driver's license (CDL) and driving history record. Under 49 CFR 383.5, a CMV is defined as a motor vehicle or combination of motor vehicles which: (a) has a gross combination weight rating of 11,794 or more kilograms (kg) (26,001 or more pounds (lbs)) inclusive of a towed unit with a gross vehicle weight rating (GVWR) of more than 4,536 kg (10,000 lbs); (b) has a GVWR of 11,794 kg or more (26,001 or more lbs); (c) is designed to transport 16 or more passengers, including the driver; or (d) is of any size and is used to transport hazardous materials which require the motor vehicle to be placarded under the Hazardous Materials Regulations, 49 CFR part 172, subpart F.

The CMVSA requires a driver to notify both their employer and the licensing official in the driver's State of licensure of all violations of any State or local laws relating to traffic control (except parking violations). A person whose CDL is suspended, revoked, or canceled by a State, or who is disqualified from operating a CMV for any period, also must notify their employer of such actions. A person applying for employment as a CMV driver also must notify prospective employers of their employment history as a CMV driver for the previous ten years.

Under section 31309, Title 49, U.S.C. (49 U.S.C. 31309), the Secretary of Transportation must maintain an

information clearinghouse and depository of information about the licensing, identification, and disqualification of CMV operators, in conjunction with 49 U.S.C. 31106. The Secretary must consult with the States in carrying out this section. States must certify that they are in compliance with the CDL program. If a State does not substantially comply with these requirements, the FMCSA may penalize the State until compliance is achieved. The information collected by the States will be used to determine whether the States are in substantial compliance with these requirements.

This request for renewed approval includes additional burdens for recordkeeping requirements under 49 CFR 384.231(d) concerning retention and updating of driver records on the Commercial Driver's License Information System (CDLIS).

Respondents: Motor carriers, CMV drivers, and State governments.

Estimated Total Annual Burden: Total burden hours of 620,802 for all respondents include the following three components:

(1) Notification of convictions: Estimated number of annual responses = 3,333,333 (10 million CDL drivers/3 = 3,333,333). It takes approximately 10 minutes to notify a motor carrier concerning convictions. Each driver averages approximately 1 conviction every 3 years. The notification requirement has an estimated annual burden of 555,556 burden hours. (10 million / 3 × 10⁶ = 555,556 hours);

(2) State compliance and certification: There are 51 responses to this requirement (50 States and the District of Columbia). The compliance and certification requirement has an estimated annual burden of 1,632 hours (51 × 32 hours = 1,632 hours); and

(3) CDLIS Recordkeeping: 50 States and the District of Columbia are required to enter data into CDLIS and to perform record checks before issuing, renewing or upgrading a CDL or allowing a CDL transfer. We estimate that the average amount of time for each CDLIS inquiry is 2 minutes. The total burden hours is 63,614 for these combined activities: 21,522 hours for all States to create a new driver; 7,120 hours for all States to change the State of record; and 34,972 hours for all States to change data.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.73.