

to the intersection of West Galer Street and Dartmouth Avenue West in Seattle, Washington. The EIS will be prepared to satisfy both NEPA and the Washington State Environmental Policy Act (SEPA).

The project proposes to replace the Magnolia Bridge, which has been damaged in recent years by landslides and an earthquake. The City of Seattle has determined that performing ongoing retrofit and maintenance work on the existing bridge would approach the cost of building a new bridge, and is therefore proposing to build a new facility. The EIS will explore several alternatives, including a No Action alternative, to identify a preferred alternative that provides vehicular linkage to Magnolia from the greater Seattle area; remedies ongoing seismic safety, landslide, and maintenance concerns; and minimizes impacts to the human and natural environment.

The existing Magnolia Bridge, an approximately 3,000-foot structure, connects the 15th Avenue West/Elliott Avenue West corridor to Magnolia along the extended alignment of West Garfield Street, serving as one of three transportation routes to Magnolia that cross the Burlington Northern-Santa Fe (BNSF) railroad tracks. Access to the bridge is provided via the West Galer Street Flyover on the east, and from West Galer Street on the west.

Currently four alternatives are being evaluated for inclusion in the EIS, including three different alignment alternatives and a No-Action alternative. The No-Action Alternative will provide the basis for comparison of the build alternatives. The No-Action Alternative would preserve the existing Magnolia Bridge and include necessary maintenance and retrofit projects to meet seismic standards. Alternative A replaces the Magnolia Bridge with a similar facility just south of the existing bridge, using the same connection points and creating a structure approximately 3,000 feet in length. Alternative D maintains the same endpoints as currently exist for the Magnolia Bridge, but arcs the alignment to the north, creating a longer bridge structure than the existing bridge. Alternative H provides two access routes between 15th Avenue West and Magnolia, one similar to that described for Alternative D, the other a northern bridge connecting Wheeler Street and Armory Way to Thorndyke Avenue at 23rd Avenue West. Each alternative would include some method of connection (e.g., ramps or surface-level intersections) to Port of Seattle property currently spanned by the bridge.

The NEPA scoping process is designed to identify important issues to

be studied in the EIS. FHWA and the City of Seattle invite all interested parties to submit comments on the scope of the proposed project. Public and agency scoping will continue until the Draft EIS is completed. Comments can be submitted by mail, e-mail, via the project Web site, or in person at public and agency scoping meetings. A packet on the proposed project, project alternatives, and the scoping process may be obtained from Seattle Department of Transportation. The information may also be obtained through a public Web site for the project, www.seattle.gov/transportation/magbridgereplace.htm.

Letters soliciting comments on the scope of the EIS and describing the purpose, need, and potential alternatives will be sent to appropriate Federal, State, and local agencies, Tribes, and to organizations and citizens who have previously expressed or are known to have interest in this proposal. A Public Open House/Scoping Meeting will be held on May 22, 2003, from 5:30 pm to 8:30 pm PDT, at the Blaine K-8 School Cafeteria, 2550 34th Avenue West, Seattle, Washington. An Agency Scoping Meeting for Federal, State, and local agencies and Tribes will be held from 10:30 am to 12:30 pm PDT at the Alaska Building, Elliott Bay Room, 2nd Avenue and Cherry Street, Seattle, Washington. In addition, a public and agency hearing will be held following circulation of the Draft EIS. All meeting locations are accessible to persons with disabilities. Any individual with a disability who requires special assistance at upcoming meetings, such as a sign language interpreter, should contact Marybeth Turner at (206) 684-8548 or e-mail marybeth.turner@seattle.gov at least 48-hours in advance of the meeting in order for SDOT to make necessary arrangements.

(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: April 18, 2003.

Elizabeth Healy,

Area Engineer, Olympia, Washington.

[FR Doc. 03-10244 Filed 4-24-03; 8:45 am]

BILLING CODE 4910-22-M

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 June 24, 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. No. 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

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

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

Title: Rear-End Marking Devices.

OMB Control Number: 2130-0523.

Type of Request: Extension of a currently approved collection.

Affected Public: Businesses.

Form Number(s): N/A.

Abstract: The collection of information is set forth under 49 CFR part 221 which requires railroads to furnish a detailed description of the type of marking device to be used for the trailing end of rear cars in order to ensure rear cars meet minimum standards for visibility and display. Railroads are required to furnish a certification that the device has been tested in accordance with current "Guidelines for Testing of Rear End Marking Devices." Additionally, railroads are required to furnish detailed test records which include the testing organizations, description of tests, number of samples tested, and the test results in order to demonstrate compliance with the performance standard.

Respondent Universe: 685 railroads.

Frequency of Submission: On occasion.

Total Responses: 2.

Estimated Annual Burden: 4 hours.

Status: Regular Review.

Title: Bridge Worker Safety Rules.

OMB Control Number: 2130-0535.

Type of Request: Extension of a currently approved collection.

Affected Public: Businesses.

Form Number(s): N/A.

Abstract: Section 20139 of Title 49 of the United States Code required FRA to issue rules, regulations, orders, and standards for the safety of maintenance-of-way employees on railroad bridges, including for "bridge safety equipment" such as nets, walkways, handrails, and safety lines, and requirements for the use of vessels when work is performed on bridges located over bodies of water.

FRA has added 49 CFR part 214 to establish minimum workplace safety standards for railroad employees as they apply to railroad bridges. Specifically, section 214.15(c) establishes standards and practices for safety net systems. Safety nets and net installations are to be drop-tested at the job site after initial installation and before being used as a fall-protection system; after major repairs; and at six-month intervals if left at one site. If a drop-test is not feasible and is not performed, then a written certification must be made by the railroad or railroad contractor, or a designated certified person, that the net does comply with the safety standards of this section. FRA and State inspectors use the information to enforce Federal regulations. The information that is maintained at the job site promotes safe bridge worker practices.

Frequency of Submission: On occasion.

Total Responses: 6.

Estimated Annual Burden: 2 hours.

Status: Regular Review.

Title: Railroad Operating Rules.

OMB Control Number: 2130-0035.

Type of Request: Extension of a currently approved collection.

Affected Public: Businesses.

Form Number(s): N/A.

Abstract: The collection of information is due to the railroad operating rules set forth in 49 CFR part 217 which require Class I and Class II railroads to file with FRA copies of their operating rules, timetables, and timetable special instructions, and subsequent amendments thereto. Class III railroads are required to retain copies of these documents at their systems headquarters. Also, 49 CFR 220.21(b) prescribes the collection of information which requires railroads to retain one copy of their current operating rules with respect to radio communications and one copy of each subsequent amendment thereto. These documents must be made available to FRA upon request.

Reporting Burden:

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
271.7—Copy—FRA—operating rules, Class I & II RRs.	1 new railroad	2 submissions	1 hour	1 hour	\$35.
Amendments	32 railroads	96 amendments	20 minutes	32 hours	\$1,120.
Copy of operating rules—Class III.	20 railroads	20 submissions	55 minutes	18 hours	\$630.
Amendments	632 railroads	1,896 amendments	15 minutes	474 hours	\$16,590.
217.9—20 Copy—Prog. for Perf. of Operational Tests.	20 new railroads	20 Programs	9.92 hours	198 hours	\$6,930.
Amendments	50 railroads	150 amendments	1.92 hours	288 hours	\$10,080.

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
Oper. Test Reds.	632 railroads	9,120,000	5 minutes	760,000 hours	\$34,200,000.
Summary Tests ..	55 railroads	55 summaries	1 hour	55 hours	\$1.925.
271.11—Copy—Instr.	20 new railroads	20 Programs	8 hours	160 hours	\$5,600.
Prog.—Employees.					
Amendments	632 railroads	220 amendments	55 minutes	202 hours	\$7,070.
220.21(b)—Copy—	Incl. under 217.7	Incl. under 217.7	Incl. under 217.7	Incl. under 217.7	Incl. under 217.7.
Op. Rules—Radio.					
Amendments	Incl. under 217.7	Incl. under 217.7	Incl. under 217.7	Incl. under 217.7	Incl. under 217.7.

Total Responses: 9,122,479 .

Total Estimated Annual Burden:
761,428 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 April 18, 2003.

Kathy A. Weiner,

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

[FR Doc. 03–10216 Filed 4–24–03; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA–2003–14375]

Reports, Forms, and Recordkeeping Requirements

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

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 information collections, including extensions and reinstatements 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 June 24, 2003.

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 two (2) copies of the comment be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m.

FOR FURTHER INFORMATION CONTACT:

Marvin M. Levy, Ph.D., NHTSA 400 Seventh Street, SW., Room 5119, NTI–131 Washington, DC 20590. Dr. Levy's telephone number is (202) 366–5597.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before a Federal agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing for a 60-day comment period and otherwise consult 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 regulations (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 methods 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 response to these requirements, NHTSA asks for public comment on the following proposed collection of information:

Title: Characteristics of Motorcycle Operators.

OMB Clearance Number: None.

Affected Public: Under this proposed collection, personal interviews will be administered to motorcycle operators from the general public. The survey will be administered by face-to-face interviews conducted at sponsored events, races, and recognized motorcyclist gathering sites throughout the United States. In addition, survey data also will be collected at smaller and more localized events such as motorcycle club meetings and popular riding locations. States currently being considered for inclusion are California, Maryland, Michigan, New York, Texas, Virginia, and Florida.

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

Abstract: The National Highway Traffic Safety Administration (NHTSA) has a central role in the national effort to reduce motor vehicle-related traffic injuries and deaths. U.S. motorcycle-related deaths dropped consistently from 1980 to 1997, but over the past few years this downward trend reversed and injuries and deaths are increasing. The number of fatalities among motorcycle operators rose from 2,116 in 1997 to 3,181 in 2001. Data from NHTSA's National Center for Statistics and Analysis indicate that this increase is associated with older riders, use of larger motorcycles, and frequent use of alcohol, especially among older riders.

NHTSA is committed to developing effective programs that can reduce the incidence of these crashes. Recently, NHTSA jointly sponsored an effort to assess future needs regarding motorcycle safety. Recommendations from the National Agenda for Motorcycle Safety (National Agenda) indicated that additional research is needed to determine rider characteristics and factors leading to motorcycle crashes. This study supports the National Agenda and future efforts to reduce motorcycle injuries and