

SW., Washington, DC 20590. Office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays.

2. Title: Develop and Submit Utility Accommodation Policies

OMB Control Number: 2125-0514
(Expiration Date: September 30, 2001).

Abstract: State Departments of Transportation are required to develop and submit to FHWA a policy statement on the authority of utilities to use and occupy highway rights-of-way; the State's authority to regulate such use; and the policies and/or procedures employed for accommodating utilities within the rights-of-way of Federal-aid highway projects. Upon FHWA's approval of the policy statement, the State DOT may take any action required in accordance with the approved policy statement without case-by-case review by the FHWA. In addition, the utility accommodation policy statements that have been approved previously by the FHWA are periodically reviewed by the State DOTs to determine if updating is necessary to reflect policy changes.

Respondents: 52 State Transportation Departments, including the District of Columbia and Puerto Rico.

Frequency: Once initially, then updates for review as required at the States' discretion.

Estimated Total Annual Burden: The average burden for updating an existing policy is 280 hours per response. The estimated total annual burden, based upon an estimated 5 updates per year, is 1,400 hours.

For Further Information Contact: Mr. Paul Scott, 202-366-4104, Department of Transportation, Federal Highway Administration, Infrastructure Core Business Unit, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays.

3. Title: Eligibility Statement for Utility Adjustments.

OMB Control Number: 2125-0515
(Expiration Date: September 30, 2001).

Abstract: State Departments of Transportation are required to submit to the FHWA a statement which establishes the State DOT's legal authority or obligation to pay for utility adjustments. The FHWA has previously reviewed and approved these eligibility statements for each State DOT. The statements are used as a basis for Federal-aid reimbursement in utility relocation costs under the provisions of 23 U.S.C. 123. Updated statements may be submitted for review at the States' discretion where circumstances have modified (for example, a change in State statute) the extent to which utility adjustments are eligible for

reimbursement by the State or those instances where a local State DOT's legal basis for payment of utility adjustments differs from that of the State.

Respondents: 52 State Transportation Departments, including the District of Columbia and Puerto Rico.

Frequency: Once initially, then updates for review as required at the States' discretion.

Estimated Total Annual Burden: The average burden for preparing and submitting an updated eligibility statement is 18 hours per response. The estimated total annual burden, based upon 5 updated eligibility statements per year, is 90 hours.

For Further Information Contact: Mr. Paul Scott, 202-366-4104, Department of Transportation, Federal Highway Administration, Infrastructure Core Business Unit, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays.

4. Title: Certificate of Enforcement of Heavy Vehicle Use Tax.

OMB Control Number: 2125-0541
(Expiration Date: September 30, 2001).

Abstract: Title 23, United States Code, Section 141(c), provides that a State's apportionment of funds under 23 U.S.C. 104(b)(5) shall be reduced in an amount up to 25 percent of the amount to be apportioned during any fiscal year beginning after September 30, 1984, if vehicles subject to the Federal heavy vehicle use tax are lawfully registered in the State without having presented proof of payment of the tax. The annual certification by the State Governor or designated official regarding the collection of the heavy vehicle use tax serves as the FHWA's primary means of determining State compliance. The FHWA has determined that an annual certification of compliance by each State is the least obtrusive means of administering the provisions of the legislative mandate. In addition, States are required to retain for one year Schedule 1, Form 2290, (or other suitable alternative provided by regulation). FHWA periodically conducts compliance reviews to determine if the annual certification is adequate to ensure effective administration of 23 U.S.C. 141(c).

Respondents: 51 State Transportation Departments, including the District of Columbia.

Frequency: Annually.

Estimated Total Annual Burden: The average burden to submit the certification and retain required records is 12 hours per respondent. The estimated total annual burden is 612 hours.

For Further Information Contact: Ms. Gloria Williams, 202-366-5032, Department of Transportation, Federal Highway Administration, Policy Service Business Unit, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays.

Electronic Access

Internet users may access all comments received by the U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://dms.dot.gov>. It is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help. An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office Electronic Bulletin Board Service at telephone number 202-512-1661. Internet users may reach the Federal Register's home Office's database at <http://www.access.gpo.gov/nara>.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on: June 28, 2001.

James R. Kabel,

Chief, Management Programs and Analysis Division.

[FR Doc. 01-16731 Filed 7-3-01; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

**Environmental Impact Statement:
Bellevue, King County, WA;
Cancellation of Notice of Intent**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Revised cancellation of notice of intent (FR document 97-13308; Filed 5-20-97).

SUMMARY: The FHWA is issuing this revised notice to rescind the previous Notice of Intent issued on May 9, 1997 (appeared in the **Federal Register** on May 21, 1997), to prepare an environmental impact statement (EIS) for the proposed highway project in Bellevue, King County, Washington.

FOR FURTHER INFORMATION CONTACT: Dan Mathis, Federal Highway Administration, Evergreen Plaza Building, Suite 501, 711 South Capitol Way, Olympia, Washington, 98501-1284, Telephone: (360) 753-9413; John Okamoto, WSDOT Northwest Region Administrator, 15700 Dayton Avenue North, P.O. Box 330310, Seattle,

Washington 98133-9710, Telephone: (206) 440-4691, or Len Pavelka, City of Bellevue Senior Transportation Planner, PO Box 90012, Bellevue, Washington 98009-9012 (425) 452-2035.

SUPPLEMENTARY INFORMATION: The FHWA, with the co-lead agencies of the Washington State Department of Transportation (WSDOT) and the city of Bellevue, issued a Notice of Intent on May 9, 1997 to prepare an EIS on a proposal to provide additional eastbound and westbound access to SR 520 between Interstate 405 and 148th Avenue NE in Bellevue, Washington.

Following an alternative screening process, the Bellevue City Council acted on October 23, 2000 upon a recommendation by the project Interdisciplinary team and confirmed the selection of the "No Action" alternative as the preferred alternative for this project. Further work on the EIS was terminated.

The decision was based on three primary factors: (1) A review of the technical analysis summarized in the Transportation Technical Report revealed a very low benefit to cost relationship, (2) the analysis showed that the interchange alternatives at 124th Avenue NE and 130th Avenue NE would have a negligible effect on reducing congestion to meet the project purpose, and (3) the TransLake Washington EIS is evaluating long-term needs for SR 520. The EIS intends to evaluate interchanges between I-405 and Redmond. The TransLake Washington EIS may recommend widening or other interchange improvements to the corridor or recommendations that would be constrained by a new interchange in the Bel-Red area of SR 520.

Costs for the build alternatives were estimated to range from \$35 million to \$80 million. These latest cost estimates were substantially higher than previous estimates and exceeded available funds to construct any type of added access improvements to/from SR 520.

In further response to the Council action, the City removed the project from its short-range (6 year) Capital Investment Program. The City is also removing the project from its mid-range (12 year) transportation programming document, the Transportation Facilities Plan.

Authority: 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: June 27, 2001.

James A. Leonard,

Urban Transportation and Environmental Engineer, Olympia, Washington, for the Division Administrator.

[FR Doc. 01-16831 Filed 7-3-01; 8:45 am]

BILLING CODE 4910-22-M

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.

Blacklands Railroad

[Docket Number FRA-2000-8366]

The Blacklands Railroad (BLR) of Sulphur Springs, Texas, has petitioned for a permanent waiver of compliance for one locomotive from the requirements of the Safety Glazing Standards, 49 CFR part 223, which requires certified glazing. BLR states that this locomotive is used in light switching service and operates over 65 miles of track from Greenville, Texas, through Commerce, Sulphur Springs, Texas. BLR also states that it has an additional 10 miles of trackage rights over the Union Pacific Railroad for interchange in its Mt. Pleasant yard. The average track speed is 10 to 15 mph with a maximum speed of 20 mph.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA-2000-8366) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, S.W., Washington, D.C. 20590. Communications received within 45 days of the date of this notice will

be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.—5:00 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's web site at <http://dms.dot.gov>.

Issued in Washington, D.C. on June 29, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01-16833 Filed 7-3-01; 8:45 am]

BILLING CODE 4910-06-P

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.

Boone & Scenic Valley Railroad

[Docket Number FRA-2001-9607]

The Iowa Railroad Historical Society has petitioned on behalf of Boone & Scenic Valley Railroad for a permanent waiver of compliance from the requirements of the Railroad Safety Glazing Standards—Locomotives, Passenger Cars and Caboose, Title 49 Code of Federal Regulations § 223.11 which requires locomotives, other than yard locomotives, built or rebuilt prior to July 1, 1980, to be equipped with glazing which meets the requirements of appendix "A" of this part by June 30, 1984.

The Boone & Scenic Valley Railroad is a nonprofit railroad operating four locomotives, all of which are historic in nature. The locomotives will be used to switch approximately four freight cars a month to service two industries. The locomotives presently operate an excursion train over 11.95 miles of right-of-way northwest of Boone, Iowa and 1.66 miles of right-of way through Boone to the Boone Industrial Park. The Boone & Scenic Valley Railroad is connected to the Union Pacific Railroad