

Total Estimated Burden: 601 hours.
Status: Regular Review.

Title: Bridge Worker Safety Rules.
OMB Control Number: 2130-0535.

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 the Federal regulations. The information that is maintained at the job site also promotes safe bridge worker practices.

Form Number(s): N/A.

Affected Public: Businesses.

Frequency of Submission: On occasion.

Respondent Universe: 685 railroads.

Total Responses: 6 certifications.

Average Time per Response: 20 minutes.

Estimated Total Annual Burden: 2 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 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 two-way-end-of-train device standards—such as the front unit having a manually operated switch that is labeled "Emergency" which can initiate an emergency brake transmission command to the rear unit (when activated)—are met.

Form Number(s): N/A.

Affected Public: Businesses.

Frequency of Submission: On occasion.

Reporting Burden:

CFR section	Respondent universe (railroads)	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
232.25(C)—Notification that test was performed	245	450,000 tests	30 seconds	3,750	\$168,750
232.25(d)—End-of-train Telemetry Equip.	245	35,000 stickers	1 minute	583	168,750
232.25(d)—Two-way end-of-train device Stds.	245	17,571 stencils	5 minutes	1,464	68,880

Total Estimated Burden: 5,797 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 February 1, 2000.

Margaret B. Reid,

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

[FR Doc. 00-2836 Filed 2-8-00; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Record Keeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on October 27, 1999 (64 FR 57924-57925).

DATES: Comments must be submitted on or before March 10, 2000.

FOR FURTHER INFORMATION CONTACT:

Henrietta Spinner at the National Highway Traffic Safety Administration, Office of Safety Performance Standards (NPS-32), 202-366-4802. 400 Seventh Street, SW, Room 5320E, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: 49 CFR part 575 Consumer Information Regulations (Sections 103 and 105).

OMB Number: 2127-0049.

Type of Request: Extension of a currently approved collection.

Abstract: NHTSA must ensure that motor vehicle manufacturers comply with 49 CFR Part 575, Consumer Information Regulation Part 575.103—Truck-camper loading and Part 575.105—Utility Vehicles. Part 575.103, requires that manufacturers of light trucks that are capable of accommodating slide-in campers to provide information on the cargo weight rating and the longitudinal limits within

which the center of gravity for the cargo weight rating should be located. Part 575.105, requires that manufacturers of utility vehicles affix a sticker in a prominent location alerting drivers that the particular handling and maneuvering characteristics of utility vehicles require special driving practices when these vehicles are operated.

Affected Public: Motor vehicle manufacturers of light trucks and utility vehicles.

Estimated Total Annual Burden: 300.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention NHTSA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Departments estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be 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.

A Comment to OMB is most effective if OMB receives it within 30 days of publication.

Herman L. Simms,

Associate Administrator for Administration.

[FR Doc. 00-2952 Filed 2-8-00; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-98-4029; Notice 5]

Pipeline Safety: Damage Prevention "Path Forward"

AGENCY: Research and Special Programs Administration (RSPA); Office of Pipeline Safety (OPS).

ACTION: Notice of public meeting.

SUMMARY: This notice is to announce the next public meeting of RSPA's continuing efforts to prevent damage to underground facilities. Last year, RSPA assembled a study team of over 160 industry and government stakeholders to identify best practices for one call centers and damage prevention programs. Their findings were issued in a report titled "Common Ground." To

help implement the recommendations of the Common Ground Study, RSPA is facilitating the establishment of an organization to advance underground facility damage prevention. To achieve this, four teams have been established: by-laws, finance, membership, and nominating. The purpose of this meeting is to provide a forum for these organizational teams and interested public to begin the development of the organization.

DATES: The public meeting will be held on Thursday, February 17, 2000, from 9:00 a.m. to 4:30 p.m. This meeting is open to the public.

ADDRESSES: The public meeting will be held at the Sheraton International Hotel at BWI, 7032 Elm Road BWI Airport, MD. For Reservations, call 410-859-3300. A block of rooms is being held until February 7, 2000, under "DOT Damage Prevention Meeting."

FOR FURTHER INFORMATION CONTACT: Eben M. Wyman, (202) 366-0918, or by e-mail at eben.wyman@rspa.dot.gov, regarding the subject matter of this notice.

INFORMATION ON SERVICES FOR INDIVIDUALS WITH DISABILITIES: For information on facilities or services for individuals with disabilities or to request special assistance at the meetings, contact Eben Wyman at the address or phone number listed under **FOR FURTHER INFORMATION CONTACT** as soon as possible.

SUPPLEMENTARY INFORMATION: The Transportation Equity Act for the 21st Century (TEA-21) authorized a comprehensive study of damage prevention and one call center practices. In response to TEA-21, RSPA initiated the Common Ground study, which provided industry and government stakeholders the opportunity to work cooperatively to address the many issues of underground damage prevention. This study team produced an unprecedented collection of best practices in one call and damage prevention programs. The final Common Ground Study was presented to the Secretary of Transportation at a public meeting held on June 30, 1999.

On October 28, 1999, RSPA held a public meeting in Baltimore, MD, to plan for the establishment of an organization to advance underground facility damage prevention building on the spirit of cooperation developed by Common Ground. RSPA collected comments regarding elements of a mission statement, goals, functions, and organizational structure needed for an effective organization. Guiding principles were proposed, and

interested individuals offered to participate on teams to facilitate the planning of the organization.

As a result of the October 28th meeting, the following organizational teams were formed:

(1) A By-laws Team to: Develop charter, mission statement and goals for the organization; define the scope and boundaries of the organization; establish organizational structure; and identify organizational functions, including public education possible data analyses and serving as a clearing house for research and development.

(2) A Finance Team to: develop a business plan, including costs of operations, sources of revenue, mechanisms for funding, contributory levels for different participants; processes for receiving income and accounting; identification of major financial contributors, charter members, donors, staff and other resources needed to support the organization.

(3) A Membership Team to: determine protocol and criteria for nominating and selecting members; determine appropriate types of representation to serve in the organization; and establish membership recruitment procedures and policies.

(4) A Nominating Team may be formed to identify representatives for the executive board. This group would be formed once the organization's by-laws have been established.

An executive team, known as the Evolution Team, oversees the four organizational teams. These teams have initiated their work via conference calls, and will meet for the first time at the February 17th meeting, which is open to the public.

The February 17th public meeting will consist of a plenary session with all team representatives as well as other interested parties, followed by breakout sessions to provide each team the opportunity to meet and begin their work. The organizational teams will report-out to all meeting attendees at the end of the day, time permitting.

RSPA welcomes all interested parties to attend and participate in this public meeting to continue the development of this organization to promote and encourage underground facility damage prevention.

Issued in Washington, DC on February 3, 2000.

Richard B. Felder,

Associate Administrator for Pipeline Safety.

[FR Doc. 00-2924 Filed 2-8-00; 8:45 am]

BILLING CODE 4910-60-P