

in compliance with the alcohol and controlled substances testing regulations.

**DATES:** Comments submitted to the FHWA must be received on or before January 21, 1997.

**ADDRESSES:** All signed, written comments should refer to the docket number that appears at the top of this document and must be submitted to: Docket Clerk, Attn: FHWA Docket No. MC-97-6, Federal Highway Administration, Department of Transportation, Room 4232, 400 Seventh Street, SW., Washington, DC 20590. Persons who require acknowledgment of the receipt of their comments must enclose a stamped, self-addressed postcard. Comments may be reviewed at the above address from 8:30 a.m. through 3:30 p.m. Monday through Friday, except Federal holidays.

A copy of the comments may be sent to: Attention: Desk Officer for Federal Highway Administration/DOT, Office of Information and Regulatory Affairs, OMB, Washington, DC 20503.

**FOR FURTHER INFORMATION CONTACT:** Mr. David R. Miller, Office of Motor Carrier Research and Standards, (202) 366-4009, Federal Highway Administration, Department of Transportation, 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 Availability.* An electronic copy of this document may be downloaded using a modem and suitable communications software from the Federal Register electronic bulletin board service (telephone number: 202-512-1661). Internet users may reach the Federal Register's web page at: [http://www.access.gpo.gov/su\\_docs](http://www.access.gpo.gov/su_docs).

*Title:* Controlled Substances and Alcohol Testing.

*OMB Number:* 2125-0543.

*Background:* Title 49 U.S.C. 31306 requires the Secretary of Transportation to promulgate regulations that require motor carriers to test their drivers for the use of alcohol and controlled substances. The Secretary has adopted regulations that require commercial motor vehicle (CMV) drivers to submit to testing by motor carriers.

The information collection is required for motor carriers to document compliance with the controlled substances and alcohol testing regulations, show driver's Constitutional rights and privacy are sufficiently protected, show that drug-positive drivers and drivers with any alcohol concentration of 0.02 or greater in their body, are not being used to

operate CMVs on public roads, and show that drivers who have tested positive have received necessary assistance in resolving their use problem. The records are used by the FHWA, and its State and local partners in the Motor Carrier Safety Assistance Program, to determine whether drivers have driven CMVs while using alcohol and drugs in violation of the law.

*Respondents:* 553,238 motor carriers.

*Average Burden per Response:* The FHWA estimates that each carrier will be subject to approximately 5 hours of burden annually.

*Estimated Total Annual Burden:* The FHWA estimates a total annual burden of 2,309,703 hours.

*Frequency:* Records are required to be prepared and maintained at: Program start-up, quarterly, annually, before driver's first safety-sensitive function for new motor carriers, certain CMV accidents, supervisor's reasonable suspicion of use, random selections, professional assessment, returning to duty after verified use, and follow-up test episodes.

Interested parties are invited to send comments regarding any aspect of this collection of information, including, but not limited to: (1) Whether the collection of information is necessary for the proper performance of the functions of the FHWA, including whether the information will have practical utility; (2) The accuracy of the estimated burden; (3) Ways to enhance the quality, utility, and clarity of the collected information; and (4) Ways to minimize the collection burden without reducing the quality of the collected information.

Authority: 23 U.S.C. and 49 CFR 1.48

Issued on: November 12, 1996.

G. Moore,

*Associate Administrator for Administration.*

[FR Doc. 96-29853 Filed 11-21-96; 8:45 am]

**BILLING CODE 4910-22-P**

## FEDERAL RAILROAD ADMINISTRATION

### Custom Software for Railroad Accident Reporting

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of availability of Custom Software for Railroad Accident Reporting.

**SUMMARY:** The Federal Railroad Administration (FRA) is preparing custom software for reporting railroad accidents/incidents pursuant to 49 CFR

part 225. The software will facilitate production of all the monthly reports and logs required by the accident reporting rules, as amended in 61 FR 30940 (June 18, 1996). The FRA will also have an electronic bulletin board for submission of reports.

This software will permit complete editing of reports and logs, have tables with all the applicable codes, and have help screens. This software will be ready for use by January 1, 1997. The software will be available to all reporting railroads at no cost. The minimum configuration is 8 megabytes of random access memory (RAM), 30 megabytes of available hard disk space, a modem, and Windows 3.1x or Windows 95. An application to register for the software will be available. Requests should be submitted by facsimile to (301) 587-9442. Software will be provided only to railroads that provide accident/incident reports to the FRA.

**FOR FURTHER INFORMATION CONTACT:** Robert L. Finkelstein, Staff Director, Office of Safety Analysis, Office of Safety, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590 (telephone 202-632-3386).

Issued in Washington, D.C., on November 18, 1996.

Bruce M. Fine,

*Associate Administrator for Safety.*

[FR Doc. 96-29887 Filed 11-12-96; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Environmental Impact Statement on the 27th Avenue Project, Dade County, Florida

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of intent to prepare an Environmental Impact Statement (EIS).

**SUMMARY:** The Federal Transit Administration (FTA), the Florida Department of Transportation (FDOT), and the Metro-Dade Transit Agency (MDTA) intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) on the proposed 27th Avenue transit project in Dade County, Florida.

The EIS will evaluate the following alternatives: a no-build alternative; a Transportation Systems Management alternative defined as low cost, operationally oriented improvements to address the identified transportation problems in the corridor; an exclusive

buslane alternative; a transit system alternative in the median of 27th Avenue; and a transit system alternative along side 27th Avenue. Scoping will be accomplished through meetings and correspondence with interested persons, organizations, the general public, Federal, State and local agencies.

**DATES:** *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered should be sent to the Metro-Dade Transit Agency by January 6, 1997. See **ADDRESSES** below. *Scoping Meetings:* A joint FTA and Metro-Dade Transit Agency public scoping meeting will be held on Tuesday, December 11, 1996 at 7:00 p.m. at the North Dade Regional Library located at 2455 NW 183rd Street, Miami, Florida; and on December 12, 1996, 6:00 p.m. at the North Central Library located at 9590 NW 27th Avenue, Miami, Florida. See **ADDRESSES** below.

**ADDRESSES:** Written comments on the project scope should be sent to Mr. Wilson Fernandez, Metro-Dade Transit Agency, 111 NE First Street, Suite 910, Miami, Florida 33128-1970. Scoping meetings will be held at the following locations:

North Dade Regional Library, 2455 NW 183rd Street, Miami, Florida; and North Central Library, 9590 NW 27th Avenue, Miami, Florida

See **DATES** above.

**FOR FURTHER INFORMATION CONTACT:** Ms. Elizabeth Martin, Community Planner, Federal Transit Administration, Region 4, (404) 562-3509.

#### **SUPPLEMENTARY INFORMATION:**

##### **I. Scoping**

The FTA, the Florida Department of Transportation, and MDTA invite written comments for a period of 45 days after publication of this notice (See **DATES** and **ADDRESSES** above.) During scoping, comments should focus on identifying specific social, economic, or environmental impacts to be evaluated, and suggesting alternatives that are less costly or less environmentally damaging which achieve similar objectives. Comments should focus on the issues and alternatives for analysis, and not on a preference for a particular alternative. Individual preference for a particular alternative should be communicated during the comment period for the Draft EIS.

If you wish to be placed on the mailing list to receive further information as the project continues, contact Mr. Wilson Fernandez at the Metro-Dade Transit Agency (see **ADDRESSES** above).

##### **II. Description of Study Area and Project Need**

The proposed project corridor extends from Metrorail's Martin Luther King, Jr. station at NW 62nd Street north to the Dade/Broward County line at NW 215th Street. The corridor extends 9.5, covers an area one quarter mile east and west of NW 27th Avenue.

NW 27th Avenue is a major north-south thoroughfare with six lanes, a median, and left turn lanes. From NW 79th Street to NW 106th Street, where used car dealers are located, the curb lanes are used for parking, right turns, and bus stops, leaving two through lanes in each direction. The remainder of the avenue north of 106th Street has three through lanes in each direction. Land use along NW 27th Avenue is mostly commercial or institutional.

As South Florida has grown in recent years, streets and highways in northern Dade County have become increasingly congested. Suburban growth in southwestern Broward County has led to heavy through traffic bound for the employment centers in central Dade County. Moreover, this condition will grow steadily worse as the area continues to grow into the next century. In addition, there is increasing desire for transportation options in the North Corridor which offer convenient, rapid, and safe travel alternatives to the private automobile. Dade County has been identified as a moderate air quality attainment area (maintenance status). Project need is based on increasing travel in north Dade County, increasing through traffic from Broward County, and on providing attractive transportation options to North Corridor residents and visitors.

In response to this need, MDTA has completed a Major Investment Study (MIS) for the North Corridor. The results of the MIS study resulted in a recommended design concept and scope consisting of two heavy rail transit alternatives and one exclusive bus lane alternative to be studied in the EIS stage to provide the required mobility for the north Corridor.

##### **III. Alternatives**

The alternatives proposed for evaluation include: (1) No-Build, which involves no change to transportation services or facilities in the corridor beyond already committed projects; (2) A Transportation Systems Management (TSM) Alternative is defined as low cost, operationally oriented improvements to address the identified transportation problems in the corridor, and provides a baseline against which all of the "Build" alternatives are

evaluated. It includes additional Metrorail service along Stage I and the Palmetto station; (3) A single-lane, reversible busway in the median of NW 27th Avenue from NW 79th Street to NW 199th Street. Express, limited-stop buses would operate southbound on the busway in the AM peak period and northbound in the PM peak period. Local buses and buses operating in the opposite direction during those periods would continue to operate in mixed traffic on NW 27th Avenue. Buses would connect with Metrorail at the Martin Luther King Jr. station; (4) An extension of the Metrorail line north over the median of NW 27th Avenue to NW 215th Street, at the existing Stage I structure north of Dr. Martin Luther King Jr. station. Stations are located over the middle of streets, except for the Miami Dade Community College (MDCC) station located west of NW 27th Avenue, and the Pro Player Stadium station located east of NW 27th Avenue in the stadium parking lot area. This alternative would leave four through lanes on NW 27th Avenue in most areas; (5) An extension of the Metrorail line elevated along side NW 27th Avenue to NW 215th Street, right-of-way is purchased alongside NW 27th Avenue, and the Metrorail structure is constructed in the new right-of-way. For the majority of the alignment, the new right-of-way would lie immediately adjacent and to the west of the existing NW 27th Avenue right-of-way, occupying a strip approximately 50 feet wide (except at station areas, where somewhat more land would be required). North of the intersection of NW 183rd Street, however, the alignment swings across to the east side of NW 27th Avenue, and continues further east to preserve as much of the street frontage of the large undeveloped tract lying east of NW 27th Avenue between NW 185th Street (approximately) and NW 199th Street. The alignment continues across NW 199th Street and returns to the median of NW 27th Avenue north of Pro Player Stadium. It then remains in the median to the county line. This alternative preserves six through lanes for the entire length of NW 27th Avenue in the project area.

##### **IV. Probable Effects**

FTA, FDOT, and the MDTA will evaluate all significant environmental, social, and economic impacts of the alternatives analyzed in the EIS. Primary environmental issues include: neighborhood protection, aesthetics, bicycle facilities, trails, recreational greenways, alternative modes of transportation, hydrology and

stormwater management, archaeological and historic resources, ecological issues. Environmental and social impacts proposed for analysis include land use and neighborhood impacts, traffic and parking impacts near stations, visual impacts, impacts on cultural resources, and noise and vibration impacts. Impacts on natural areas, rare and endangered species, air and water quality, groundwater and potentially contaminated sites will also be covered. The impacts will be evaluated both for the construction period and for the long-term period of operation. Measures to mitigate any significant adverse impact will be developed.

Issued on: November 19, 1996.

Susan E. Schruth,

*Regional Administrator.*

[FR Doc. 96-29948 Filed 11-21-96; 8:45 am]

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## **National Highway Traffic Safety Administration**

[Docket No. 96-119; Notice 1]

### **Michelin North America, Inc.; Receipt of Application for Decision of Inconsequential Noncompliance**

Michelin North America, Inc. (Michelin) of Greenville, South Carolina, has determined that some of its tires fail to comply with the labeling requirements of 49 CFR 571.119, Federal Motor Vehicle Safety Standard (FMVSS) No. 119, "New Pneumatic Tires for Vehicles Other Than Passenger Cars," and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." Michelin has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

FMVSS No. 119, Paragraph S6.5, Tire markings, requires that tires be marked on each sidewall with specific information. The markings shall be placed between the maximum section width (exclusive of sidewall decorations or curb ribs) and the bead on at least one sidewall, unless the maximum section width of the tire is located in an area which is not more than one-fourth of the distance from the bead to the shoulder of the tire. If the maximum section width falls within that area, the

markings shall appear between the bead and a point one-half the distance from the bead to the shoulder of the tire, on at least one sidewall.

Michelin's description of non-compliance follows: "During the period of the 48th week of 1995 through the 1st week of 1996, the Opelika, Alabama, plant of Uniroyal Goodrich Tire Manufacturing, a division of Michelin North America, Inc., produced tires with the markings required by 49 CFR § 571.119 S6.5 (f) and (g) marked only on one side of the tire. Additionally, on the same side of the tire as the missing information, the word "Radial" as required by S6.5(i) appears above the maximum section width instead of between the maximum section width and the bead. However, all marking on the opposite side of the tire meets the requirements of S6.5. Furthermore, all performance requirements of FMVSS #119 are met or exceeded.

"Approximately 1,041 LT245/75R16 Uniroyal Laredo LTL LR E tires were produced without the aforementioned information on one sidewall of the tire. Of this total, as many as 559 were shipped to an Original Equipment Vehicle Manufacturer or to the replacement market. The remaining 482 tires have been isolated in our warehouses and will be brought into full compliance with the marking requirements of FMVSS #119 or scrapped."

Michelin supported its application for inconsequential noncompliance with the following:

"[Michelin] does not believe that this minor error on the one tire sidewall will impact motor vehicle safety:

"1. The marking of number and composition of ply cord material required by S6.5(f) is contained on one side of the tire instead of both sides. When previously granting a petition for inconsequential noncompliance (see e.g., Bridgestone, IP82-8, 47 FR 51269, November 12, 1982) NHTSA has concluded that "...the number of plies, and the composition of the ply material had an inconsequential relationship to motor vehicle safety..." and has stated that "...the failure to state the number of plies and composition of ply material is an informational failure and does not affect the ability of the tires to meet the performance requirements...."

"2. The absence of the word "tubeless" on one tire sidewall (as required by S6.5(g) for both sidewalls) will not impact motor vehicle safety since it is merely an informational failure on one sidewall and does not impact tire performance. The tires in question are only produced in a "tubeless" configuration. However,

should these tires be mounted with a tube, performance of the tires would be perfectly satisfactory.

"3. The word "radial" on one sidewall of the tire appears above the maximum section width instead of between the bead and maximum section width. Again, this does not affect the ability of the tire to perform. Additionally, the "R" located in the size designation LT245/75R16 which is marked between the bead and sidewall is recognized by the International Standards Organization, the Tire and Rim Association, the Rubber Manufacturers Association and others, including the general public, as being the standard designation for a radial tire. Thus it would be obvious to anyone looking at either sidewall of this tire that it was indeed a radial tire."

Interested persons are invited to submit written data, views, and arguments on the application of Michelin, described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, SW., Washington, D.C., 20590. It is requested but not required that six copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date, will also be filed and will be considered to the extent possible. When the application is granted or denied, the notice will be published in the Federal Register pursuant to the authority indicated below. Comment closing date: December 23, 1996.

(49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: November 18, 1996.

L. Robert Shelton,

*Associate Administrator for Safety Performance Standards.*

[FR Doc. 96-29949 Filed 11-21-96; 8:45 am]

BILLING CODE 4910-59-P

## **DEPARTMENT OF VETERANS AFFAIRS**

### **Advisory Committee on Women Veterans, Notice of Meeting**

The Department of Veterans Affairs gives notice under Public Law 92-463 that a meeting of the Advisory Committee on Women Veterans will be held December 3-5, 1996, at the Department of Veterans Affairs, in Washington, DC. The purpose of the Advisory Committee on Women