

agency to which he/she is or was assigned and dates of assignment; retirement system (if applicable); approximate date of when garnishment began; and signature.

**RECORD ACCESS AND AMENDMENT PROCEDURES:**

Individuals who wish to gain access or amend records pertaining to them should write to the Director, Office of Freedom of Information, Privacy and Classification Review (address above).

**RECORD SOURCE CATEGORIES:**

These records contain information obtained directly from: The individual who is the subject of these records; his/her legal representative; federal, state or local courts or agencies; other parties named in or affected by the individual's garnishment proceedings; the Bureau of Personnel; the Bureau of Finance and Management Policy and the Office of the Legal Adviser.

**SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:**

Pursuant to 5 U.S.C. 552a(k)(2), certain records contained within this system of records are exempted from 5 U.S.C. 552a (c)(3), (d), (e)(1), e(4)(G), (H) and (I) and (f) in accordance with Department of State rules published in the Federal Register.

[FR Doc. 96-25832 Filed 10-9-96; 8:45 am]

BILLING CODE 4710-24-M

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Environmental Impact Statement: Salt Lake County and Davis County, UT**

**AGENCY:** Federal Highway Administration, (FHWA), UDOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed Interstate improvement project in Salt Lake County and Davis County, Utah.

**FOR FURTHER INFORMATION CONTACT:**

Tom Allen, Project Development Engineer, Federal Highway Administration, 2520 West 4700 South, Suite 9A, Salt Lake City, Utah 84118, Telephone: (801) 963-0182; or Larry Kirby, Project Manager, Utah Department of Transportation, Region Two, 2060 South 2400 West, Salt Lake City, Utah 84104, Telephone: (801) 975-4826.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Utah Department of Transportation, will

prepare an environmental impact statement (EIS) on a proposal to address the existing and projected traffic needs in the Interstate (I-15) corridor from 500 North in Salt Lake City to 200 North in Kaysville. The Wasatch Front Regional Council has identified a need for improving the I-15 north corridor of Salt Lake City in previous studies. These studies are the I-15 Corridor Study (1991) and the 2015 Salt Lake Area Long Range Transportation Plan Year (1995).

Alternatives that will be considered based on these studies include (1) taking no action (no-build); (2) highway capacity improvements such as additional through lanes, auxiliary lanes, and interchange modifications; (3) transit improvements such as high occupancy vehicle lanes, express bus service, commuter rail, and light rail; (4) travel demand management strategies which create options designed to discourage the single occupant vehicle; (5) transportation system management strategies which improve the efficiency of the existing highway; (6) combinations of any of the above; and (7) other alternatives identified during the scoping process.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, and to private organizations and citizens who have previously expressed or are known to have an interest in the proposed project. Formal public scoping meetings at two different locations will be held in December, 1996. In addition, a public hearing will be held after the draft EIS has been prepared. Public notice will be given of the time and place of the public scoping meetings and the public hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that a full range of issues related to the proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA or UDOT at the addresses provided above.

(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: October 3, 1996.

Michael G. Ritchie,

*Division Administrator, Salt Lake City, Utah.*

[FR Doc. 96-26018 Filed 10-9-96; 8:45 am]

BILLING CODE 4910-22-M

**National Highway Traffic Safety Administration**

[Docket No. 74-14; Notice 102]

RIN 2127-AD82

**Federal Motor Vehicle Safety Standards; Occupant Crash Protection; Review: Fatality Reduction by Air Bags; Evaluation Report**

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

**ACTION:** Request for comments on technical report.

**SUMMARY:** This notice announces the publication by NHTSA of a Technical Report concerning Safety Standard 208, *Occupant Crash Protection*. The report's title is *Fatality Reduction by Air Bags—Analyses of Accident Data through Early 1996*. It evaluates the front-seat occupant fatality rates of current passenger cars and light trucks equipped with air bags, and compares them to the fatality rates of similar vehicles without air bags.

**DATES:** Comments must be received no later than January 8, 1997.

**ADDRESSES:** Report: Interested people may obtain a copy of the report free of charge by sending a self-addressed mailing label to Publications Ordering and Distribution Services (NAD-51), National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590.

Comments: All comments should refer to the docket and notice number of this notice and be submitted to: Docket Section, Room 5109, Nassif Building, 400 Seventh Street, SW, Washington DC 20590. [Docket hours, 9:30 a.m.-4:00 p.m., Monday through Friday.]

**FOR FURTHER INFORMATION CONTACT:**

Charles J. Kahane, Chief, Evaluation Division, Plans and Policy, National Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW, Washington, DC 20590 (202-366-2560).

**SUPPLEMENTARY INFORMATION:** Safety Standard 208 (49 CFR 571.208) requires automatic occupant protection, such as air bags or automatic belts, to be phased into passenger cars (1987-90) and light trucks (1995-98). As mandated by the Intermodal Surface Transportation Efficiency Act of 1991, driver and passenger air bags plus manual 3-point

belts will be required in all cars manufactured on or after September 1, 1997 and light trucks on or after September 1, 1998.

Pursuant to Executive Order 12286, NHTSA is evaluating the occupant protection program to determine the effectiveness, benefits, costs, performance characteristics and public acceptance of automatic occupant protection and the nationwide effort to increase belt use. Under the Executive Order, agencies review existing regulations to determine if they are achieving the Order's policy goals. An evaluation plan was issued in 1990 (56 FR 1586). A June 1992 interim report (57 FR 30293) showed that increased use of manual belts, air bags, and automatic belts were all contributing to a reduction of fatalities and injuries.

The current report focuses on fatality reduction by air bags. It is based on statistical analyses of accident data from the Fatal Accident Reporting System (FARS) from 1986 through early 1996. The principal conclusion is that driver air bags save lives. The fatality reduction benefit of air bags for all drivers is an estimated 11 percent; this percentage is essentially unchanged from previous analyses by NHTSA staff. New, positive findings are that driver air bags save lives in light trucks and in small cars, that passenger air bags save lives of right-front passengers age 13 or older, and that driver air bags provide a significant supplemental life-saving benefit for the driver who buckles up (as well as saving lives of unbelted drivers). On the other hand, preliminary analyses of limited accident data show a higher fatality risk for child passengers age 0–12 in cars with current dual air bags than in cars without a passenger air bag. Also, current air bags may have diminished, or even negligible benefits for drivers age 70 or older, and they do not have a statistically significant effect for drivers of any age group in oblique-frontal crashes.

NHTSA welcomes public review of the technical report and invites the reviewers to submit comments about the data and the statistical methods used in the report. The agency is interested in learning of any additional data that could be used to expand or improve the analyses, including information on individual accident cases involving vehicles equipped with air bags.

If a commenter wishes to submit certain information under a claim of confidentiality, three copies of the complete submission, including purportedly confidential business information, should be submitted to the Chief Counsel, NHTSA, at the street address given above, and 7 copies from

which the purportedly confidential information has been deleted should be submitted to the Docket Section. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the agency's confidential business information regulation. (49 CFR Part 512).

All comments received before the close of business on the comment closing date will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. The NHTSA will continue to file relevant information as it becomes available in the docket after the closing date, and it is recommended that interested people continue to examine the docket for new material.

People desiring to be notified upon receipt of their comments in the rules docket should enclose a self-addressed, stamped postcard in the envelope with their comments. Upon receiving the comments, the docket supervisor will return the postcard by mail.

Authority: 49 U.S.C. 30111, 30168; delegation of authority at 49 CFR 1.50 and 501.8.

William H. Walsh,

*Associate Administrator for Plans and Policy.*

[FR Doc. 96–26023 Filed 10–9–96; 8:45 am]

BILLING CODE 4910–59–P

## Surface Transportation Board<sup>1</sup>

[STB Finance Docket No. 33132]

### Providence and Worcester Railroad Company—Acquisition and Operation Exemption—Certain Rights of Consolidated Rail Corporation

Providence and Worcester Railroad Company (P&W), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire from Consolidated Rail Corporation (Conrail): (1) the right to haul sand and stone between New Haven, CT, and Freemont, NY, for interchange with the Long Island Railroad at Freshpond Junction, in Queens, NY; (2) an exclusive freight service right, easement, and trackage rights to haul sand and stone over a line owned by the Connecticut Department of Transportation (CDOT) between

milepost 26.1 at the New York/Connecticut State line in Fairfield County, CT, and milepost 72.83 in New Haven, CT, a distance of 46.73 miles; and (3) an exclusive freight service right, easement, and trackage rights to haul sand and stone between Freemont, NY, and the New York/Connecticut State line via: (a) the Conrail Freemont Secondary Track, Oak Point Yard, and the Market Running Track (approximately 14.4 miles); (b) National Railroad Passenger Corporation's (Amtrak) main line-Shell (CP 216) between milepost 18.9 and milepost 15.5 (approximately 3.4 miles); and (c) the line owned by the Metropolitan Transportation Authority (MTA) between milepost 26.1 at the New York/Connecticut State line and milepost 16.3 in New Rochelle, NY (approximately 9.8 miles).

P&W currently originates movements of sand and stone at three aggregate quarries at Wallingford (Reeds Gap), Wauregan, and Branford (Pine Orchard), CT, and interchanges them with Conrail at New Haven for subsequent movement to Freshpond Junction. The proposed transaction is designed to increase the efficiency of the movements by eliminating the interchange and thus permitting single carrier service. The only shipper affected, Tilcon Connecticut, Inc., supports the transaction, and CDOT, Amtrak, and MTA consent to it. P&W and Conrail anticipate consummation as soon as the notice of exemption is effective and conditions to closing have been satisfied or waived. They indicate that arrangements were made to commence movements by October 6, 1996.<sup>2</sup>

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33132, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, NW, Washington, DC 20423, and one copy must be served on: (1) James E. Howard, 90 Canal Street, Boston, MA 02114, and (2) Heidi J. Eddins, Providence and

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 104–88, 109 Stat. 803, which was enacted on December 29, 1995 and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10902.

<sup>2</sup> By decision served September 27, 1996, the Chairman stayed the notice to enable P&W and Conrail to submit supplemental information in support of this proposal to transfer the authority and obligation to transport individual commodities. Upon consideration of the parties' supplemental submissions, the Board lifted the stay by decision served and effective on October 3, 1996. Thus, movements could commence on or after October 3, 1996.