

## 2. Request for Comments

We specifically request your comments on the following:

1. Whether the collection of information is necessary for the proper performance of the functions of the BIA, including whether the information will have practical utility;
2. The accuracy of the Bureau's estimate of the burden of the collection of information, including the validity of the methodology and assumptions used;
3. The quality, utility and clarity of the information to be collected; and
4. 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 forms of information technology.

## 3. Data

**Title:** Collection of Information for Federal Acknowledgment under 25 CFR part 83.

**OMB Number:** 1076-0104.

**Affected Entities:** Groups petitioning for Federal acknowledgment as tribes.

**Frequency of Response:** Once.

**Estimated Number of Annual Responses:** 10.

**Estimated Time per Petition:** 2075 hours.

**Estimated Total Annual Burden Hours:** 20,767.

Dated: April 29, 1997.

**Ada E. Deer,**

*Assistant Secretary—Indian Affairs.*

[FR Doc. 97-11638 Filed 5-2-97; 8:45 am]

BILLING CODE 4310-02-P

## DEPARTMENT OF THE INTERIOR

### Bureau of Indian Affairs

#### Grant Availability to Federally Recognized Indian Tribes for Projects Implementing Traffic Safety on Indian Reservations

**AGENCY:** Bureau of Indian Affairs.

**ACTION:** Notice.

**SUMMARY:** The Bureau of Indian Affairs intends to make funds available to Federally recognized Indian tribes on an annual basis for the purpose of implementing traffic safety projects which are designed to reduce the number of traffic accidents within Indian Country. Due to the limited funding available for this program, all projects will be reviewed and selected on a competitive basis. This notice informs Indian tribes that grant funds are available. Information packets were distributed in February 1997, to all tribal leaders on the latest tribal leaders list.

**DATES:** Requests for funds must be received by June 1 of each program year.

**ADDRESSES:** Each tribe must submit its request to the Bureau of Indian Affairs, Division of Safety Management, Attention: Indian Highway Safety Program Coordinator, 505 Marquette Avenue, NW, Suite 1705, Albuquerque, NM 87102.

#### FOR FURTHER INFORMATION CONTACT:

Tribes should direct questions concerning the grant program to Larry Archambeau, the Bureau's Indian Highway Safety Program Coordinator or to Charles L. Jaynes, Program Administrator, Bureau of Indian Affairs, 505 Marquette Avenue, NW, Suite 1705, Albuquerque, NM 87102, Telephone (505) 248-5053.

#### SUPPLEMENTARY INFORMATION:

##### Background

The Federal-Aid Highway Act of 1973 (Pub. L. 93-87) provides for U.S. Department of Transportation (DOT) funding to assist Indian tribes in implementing Highway Safety Projects. These projects are designed to reduce the number of traffic crashes and their resulting fatalities, injuries, and property damage within Indian reservations. All Federally-recognized Indian tribes on Indian reservations are eligible to receive this assistance. All tribes receiving awards of program funds are reimbursed for costs incurred under the terms of 23 U.S.C. Sec. 402 and subsequent amendments.

##### Responsibilities

For purposes of application of the Act, Indian reservations are collectively considered a "State" and the Secretary, U.S. Department of the Interior (DOI), is considered the "Governor of a State." The Secretary, DOI, delegated the authority to administer the programs throughout all the Indian reservations in the United States to the Assistant Secretary-Indian Affairs. The Assistant Secretary-Indian Affairs further delegated the responsibility for primary administration of the Indian Highway Safety Program to the Central Office, Division of Safety Management (DSM), located in Albuquerque, New Mexico. The Chief, DSM as program administrator of the Indian Highway Safety Program, has two full-time staff members to assist in program matters and provide technical assistance to the Indian tribes. It is at this level that contacts with the DOT are made with respect to program approval, funding of projects and technical assistance. DOT, through the National Highway Traffic Safety Administration (NHTSA), and the Federal Highway Administration

(FHWA), is responsible for ensuring that the Indian Highway Safety Program is carried out in accordance with 23 U.S.C. 402 and other applicable Federal statutes and regulations.

NHTSA is responsible for the apportionment of funds to the Secretary of the Interior, review and approval of the Indian Highway Safety Plan involving NHTSA highway safety program areas and technical guidance and assistance to BIA.

FHWA is responsible for review and approval of the Indian Highway Safety Plan involving FHWA highway safety program areas and technical guidance and assistance to BIA.

#### Program Areas

The Surface Transportation and Uniform Relocation Assistance Act of 1987, 23 USC 402(j), required DOT to conduct a rulemaking process to determine those programs most effective in reducing traffic crashes, injuries, and fatalities. Those programs areas were determined to be national priority program areas, and include the following:

- (1) NHTSA Program areas:
  - (a) Alcohol and Other Drug Countermeasures;
  - (b) Police Traffic Services;
  - (c) Occupant Protection;
  - (d) Traffic Records; and
  - (e) Emergency Medical Services.
- (2) FHWA Program Area: Roadway Safety.
- (3) NHTSA and FHWA Program Area: Pedestrian and Bicycle Safety.

#### Funding Criteria

The Bureau of Indian Affairs will reimburse for eligible costs associated with the following:

- (1) *Alcohol and Other Drug Countermeasure*—salary (DWI enforcement officer); enforcement/education; NHTSA—approved training; approved breath-testing equipment (must be included on most recent Consumer Products List published by NHTSA); community/school alcohol traffic safety education; DWI offender education; prosecution; adjudication; and vehicle expenses.
- (2) *Police Traffic Services*—salary (traffic enforcement/education); traffic law enforcement/radar training; speed enforcement equipment (must be listed on Consumer Products List published by NHTSA); community/school education; and vehicle expenses.
- (3) *Occupant Protection*:
  - (a) Child passenger safety—child car seat loaner program; car seat transportation/storage, and public information/education.
  - (b) Community seat belt program—salary; education/promotional materials;

office expense, and NHTSA-approved Occupant Protection Usage and Enforcement (OPUE) training.

(4) *Traffic-Records*—salary; computerized equipment.

(5) *Emergency Medical Services*—training; public information education.

(6) *Roadway Safety*—traffic signs (warning, regulatory, workzone); hardware and sign posts.

(7) *Community Traffic Safety Projects (CTSP)*—project management; public information and education training; law enforcement; prosecution; adjudication; data management.

### Project Guidelines

BIA will send information packets to the tribes in the month of February of each program year. Upon receipt of the information packet, each tribe should prepare a proposed project based upon the following guidelines:

(1) *Program Planning.* Program planning shall be based upon the highway safety problems identified and countermeasures selected by the tribe for the purpose of reducing traffic crash factors.

(2) *Problem Identification.* Highway traffic safety problems shall be identified from the best data available. This data may be found in tribal enforcement records on traffic crashes. Other sources of data include ambulance records, court and police arrest records. The problem identification process may be aided by using professional opinions of personnel in law enforcement, Indian Health Service, driver education, road engineers, etc. This data should accompany the funding request. Impact problems should be indicated during the identification process. An impact problem is a highway safety problem that contributes to car crashes, fatalities and/or injuries, and one which may be corrected by the application of countermeasures. Impact problems can be identified from analysis of statewide and/or tribal traffic records. The analyses should consider, as a minimum: pedestrian, motorcycle, bicycle, passenger car, school bus, and truck accidents; records on problem drivers, roadside and roadway hazards, alcohol involvement, youth involvement, defective vehicle involvement, suspended or revoked driver involvement, speed involvement, and child safety seat usage. Data should accompany the funding request.

(3) *Countermeasures Selection.* When tribal highway traffic safety problems are identified, the tribe must develop appropriate countermeasures to solve or reduce the problems. The tribe should take into account the overall cost of the

countermeasures versus their possible effect on the problem.

(4) *Objectives/Performance Indicator.* After countermeasure selection, the objective(s) of the project must be expressed in clearly defined, time-framed and measurable terms.

(5) *Budget Format.* The activities to be funded shall be outlined according to the following object groups: personnel services, travel, and transportation, rent/communications, printing and reproduction, other services, equipment, and training. Each object group shall be quantified, i.e., personnel activities should show number to be employed, hours to be employed, hourly rate of pay, etc. Each object group shall have sufficient detail to show what is to be procured, unit cost, quarter in which the procurement is to be made and the total cost, including any tribal contribution to the project.

(6) *Evaluation Plan.* Evaluation is the process of determining whether a highway safety activity should be undertaken, if it is being properly conducted, and if it has accomplished its objectives. The tribe must include in the funding request a plan explaining how the evaluation will be accomplished and identifying the criteria to be used in measuring performance.

(7) *Technical Assistance.* The Indian Highway Safety Program staff will be available to tribes for technical assistance in the development of tribal projects.

(8) *Section 402 Project Length.* Section 402 funds may not be used to fund the same project at one location or jurisdiction for more than 3 years.

(9) *Certification Regarding Drug-Free Workplace Requirement.* Indian tribes receiving highway safety grants through the Indian Highway Safety Program must certify that they will maintain a drug-free workplace. The certification must be signed by an individual authorized to sign for the tribe or reservation. The certification must be received by the Department of Transportation before it will release grant funds for that tribe or reservation. The certification must be submitted with the tribal Highway Safety Project proposal.

### Submission Deadline

Each tribe must submit its funding request to the BIA Indian Highway Safety Program, Albuquerque, New Mexico. The request must be received by the Indian Highway Safety Program by June 1 of each program year. Requests for extension to this deadline will not be granted. Modifications of the funding request received after the close

of the funding period will not be considered in the review and selection processes.

### Notification of Selection

The tribes selected to participate will be notified by letter. Each tribe selected must include in its proposal a certification regarding drug-free workplace requirements and a duly authorized tribal resolution. The certification and resolution must be on file before grant funds for the tribe or reservations can be released.

### Notification of Non-Selection

The Program Administrator will notify each tribe of non-selection. The tribe will be provided the reason for non-selection.

### Uniform Administrative Requirements for Grant-in-Aid

Uniform grant administration procedures have been established on a national basis for all grant-in-aid programs by DOT/NHTSA under 49 CFR part 18, "Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments". Uniform procedures for State Highway Safety Programs have been codified by NHTSA and FHWA in 23 CFR parts 1200, 1204, and 1205. Cost principles applicable to grants and contracts with State and local government have been established by OMB Circular A-87 and NHTSA Order 462-13A. It is the responsibility of the Indian Highway Safety Program to establish operating procedures consistent with the applicable provisions of these rules.

### Standards for Financial Management System

Tribal financial management systems must provide for:

(1) Accurate, current, and complete disclosure of financial results of the Highway Safety Project.

(2) Adequate recordkeeping.

(3) Control over and accountability for all funds and assets.

(4) Comparison of actual with budgeted amounts.

(5) Documentation of accounting records.

(6) Appropriate auditing. Highway Safety Projects will be included in the tribal A-128 single audit requirement.

Tribes will provide a quarterly financial and a program status report to the Bureau's Indian Highway Safety Program Coordinator, 505 Marquette Avenue, NW, Suite 1705, Albuquerque, NM 87102. These reports will be submitted no later than 7 days beyond the reporting month.

**Project Monitoring**

During the program year, it is the responsibility of the BIA Indian Highway Safety Program to maintain a degree of project oversight, provide technical assistance as needed to assist the project in fulfilling its objectives, and assure that grant provisions are complied.

**Project Evaluation**

BIA will conduct a performance evaluation for each Highway Safety Project. The evaluation will measure the actual accomplishments to the planned activity. BIA will evaluate the project on-site at the discretion of the Indian Highway Safety Program Administrator.

Dated: April 24, 1997.

**Ada E. Deer,**

*Assistant Secretary—Indian Affairs.*

[FR Doc. 97-11570 Filed 5-2-97; 8:45 am]

BILLING CODE 4310-02-P

**DEPARTMENT OF THE INTERIOR****Bureau of Land Management**

[NM-018-1430-01; NMNM 93820]

**Public Land Order No. 7257;  
Withdrawal of Public Lands for  
Protection of Pueblo Ruins Within the  
Ojo Caliente Area of Critical  
Environmental Concern; New Mexico**

**AGENCY:** Bureau of Land Management, Interior.

**ACTION:** Public Land Order.

**SUMMARY:** This order withdraws 291.10 acres of public lands from surface entry and mining for a period of 50 years, for the Bureau of Land Management to protect the cultural resources of four Tewa Indian pueblo ruins within the Ojo Caliente Area of Critical Environmental Concern. The lands have been and will remain open to mineral leasing.

**EFFECTIVE DATE:** May 5, 1997.

**FOR FURTHER INFORMATION CONTACT:** Hal Knox, BLM Taos Resource Area, 226 Cruz Alta Road, Taos, New Mexico, 87571, 505-758-8851.

By virtue of the authority vested in the Secretary of the Interior by Section 204 of the Federal Land Policy and Management Act of 1976, 43 U.S.C. 1714 (1988), it is ordered as follows:

1. Subject to valid existing rights, the following described public lands are hereby withdrawn from settlement, sale, location, or entry under the general land laws, including the United States mining laws, (30 U.S.C. Ch. 2 (1988)), but not from leasing under the mineral leasing laws, to protect four pueblo

ruins within the Ojo Caliente Area of Critical Environmental Concern:

**New Mexico Principal Meridian**

T. 23 N., R. 8 E.,

Sec. 1, lot 5 and W $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ ;

Sec. 13, lots 13 and 14;

Sec. 24, N $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$  and NW $\frac{1}{4}$ NE $\frac{1}{4}$ .

T. 24 N., R. 8 E.,

Sec. 12, lots 17 and 18;

Sec. 13, lot 6;

Sec. 23, lots 11 and 12.

The areas described aggregate 291.10 acres in Taos and Rio Arriba Counties.

2. The withdrawal made by this order does not alter the applicability of those public land laws governing the use of the lands under lease, license, or permit, or governing the disposal of their mineral or vegetative resources other than under the mining laws.

3. This withdrawal will expire 50 years from the effective date of this order unless, as a result of a review conducted before the expiration date pursuant to Section 204(f) of the Federal Land Policy and Management Act of 1976, 43 U.S.C. 1714(f) (1988), the Secretary determines that the withdrawal shall be extended.

Dated: April 25, 1997.

**Bob Armstrong,**

*Assistant Secretary of the Interior.*

[FR Doc. 97-11569 Filed 5-2-97; 8:45 am]

BILLING CODE 4310-FB-P

**DEPARTMENT OF THE INTERIOR****Minerals Management Service**

**Agency Information Collection  
Activities: Submitted for Office of  
Management and Budget Review;  
Comment Request**

**TITLE:** Payor Information Form for Oil and Gas, OMB Control Number 1010-0033.

**COMMENTS:** This collection of information has been submitted to the Office of Management and Budget for approval. In compliance with the Paperwork Reduction Act of 1995, Section 3506 (c)(2)(A), each agency shall provide notice and otherwise consult with members of the public and affected agencies concerning this collection of information in order to solicit comment to (a) evaluate whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility, (b) evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information, (c) enhance the quality, utility, and clarity of the information to

be collected, and (d) minimize the burden of the collection of information on those who are to respond, including through the use of automated collection techniques or other forms of information technology.

Comments should be made directly to the Attention: Desk Officer for the Interior Department, Office of Information and Regulatory Affairs, Office of Management and Budget, Washington, DC 20503; telephone (202) 395-7340. Comments should also be directed to the agency. The U.S. Postal Service address is Minerals Management Service, Royalty Management Program, Rules and Publications Staff, P.O. Box 25165, MS 3101, Denver, Colorado, 80225-0165; the courier address is Building 85, Room A-212, Denver Federal Center, Denver, Colorado 80225; and the e-Mail address is David\_Guzy@smtp.mms.gov. OMB has up to 60 days to approve or disapprove the information collection but may respond after 30 days; therefore, public comments should be submitted to OMB within 30 days in order to assure their maximum consideration.

Copies of the proposed information collection and related explanatory material may be obtained by contacting Dennis C. Jones, Rules and Publications Staff, telephone (303) 231-3046, FAX (303) 231-3194, e-Mail

Dennis\_C\_Jones@smtp.mms.gov.

**DATES:** Written comments should be received on or before June 4, 1997.

**SUMMARY:** The Minerals Management Service (MMS) is proposing to continue collecting certain information to establish payor accounts for mineral leases on Federal and Indian lands, and to assign unique accounting identification numbers that will enable MMS to maintain, reconcile, and audit lease accounts. Detailed data are necessary to enable the Secretary to provide reliable, comprehensive sources of information for Federal, State, and Indian auditors and inspectors checking payors and lease operators, as required by the Federal Oil and Gas Royalty Management Act of 1982. The Payor Information Form, Form MMS-4025, identifies the party who pays rentals, minimum royalty, or royalties on production to MMS, and the products on which the payments are to be made.

**Description of Respondents:**

Approximately 2,200 royalty payors on Federal and Indian mineral leases.

**Frequency of Response:** Initially and as necessary to update.

**Estimated Reporting and**

**Recordkeeping Burden:** 50 minutes.

**Annual Responses:** 23,000 responses.