

exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA's review of noise exposure through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished. Copies of the noise exposure maps and the FAA's evaluation of the made and available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, DC 20591.
Federal Aviation Administration, Alaska Region, Airports Division, AAL-600, 222 West 7th Avenue, #14, Anchorage, Alaska 99513.
Maryellen Tuttle, Noise Program Manager, Anchorage International Airport, PO Box 196960, Anchorage, Alaska 99519-6960.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Anchorage, Alaska on January 26, 1999.

Ronnie V. Simpson,

Manager, Airports Division, AAL-600, Alaskan Region.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket Number FHWA-99-5110]

Notice of Request for Clearance of a New Information Collection: No-Zone

Campaign Assessment

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the requirement in section 3506(c)(2)(A) of

the Paperwork Reduction Act of 1995, this notice announces the intention of the FHWA to request the Office of Management and Budget (OMB) to approve a new information collection related to one of its national motor carrier safety initiatives; i.e., the No-Zone campaign. The No-Zone is the area around trucks where cars disappear from the view of the truck driver into blind spots or are so close that they restrict the truck driver's ability to stop or maneuver safely. The planned collection of information from a sample of the Nation's licensed drivers will be conducted to determine the public's recognition and awareness of the FHWA's Office of Motor Carrier and Highway Safety's No-Zone campaign.

DATES: Comments must be submitted on or before April 30, 1999.

ADDRESSES: All signed, written comments should refer to the docket number that appears in the heading of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 10:00 a.m. and 5:00 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of comments must include a self-addressed, stamped postcard or envelope.

FOR FURTHER INFORMATION CONTACT: Mr. David Longo, (202) 366-0456, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:00 a.m. to 4:00 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: No-Zone Campaign Assessment.

Background

The FHWA will conduct a quantitative analysis of the No-Zone campaign and its messages by developing and administering a baseline evaluation study. The study will be conducted to determine the public's recognition and awareness of the No-Zone campaign. The study will be used as a starting point from which the campaign will be evaluated at a future date. The study will quantify respondents' knowledge of truck and bus limitations; their knowledge of "share the road" issues; and their knowledge of the No-Zone campaign and its messages. The baseline study will assist the FHWA with future evaluations of the No-Zone campaign. It is anticipated that a sample of 4,000 respondents will be drawn in order to

complete 1,100 interviews in households with telephones using a national random digit dial sample. The purpose of the No-Zone campaign is to help reduce the number of car-truck crashes, injuries, fatalities, and property loss. The campaign was initiated by the FHWA in 1994 in response to a congressional request in the Intermodal Surface Transportation Efficiency Act (ISTEA), that the FHWA "educate the motoring public about how to safely share the road with commercial motor vehicles." The principal campaign goal is to increase motorists' awareness of the No-Zone campaign and its highway safety messages. This baseline study will help evaluate the impact the No-Zone campaign has on increasing motorists' awareness of the commercial motor vehicle driver visibility limitations.

Respondents: The respondents will be randomly selected adult licensed drivers. An estimated 1,100 responses will be necessary to conduct the analysis.

Estimated Burden per Response: Each response is estimated to take less than five minutes. It is planned that each respondent will be asked up to 10 specific questions concerning highway safety.

Estimated Total Annual Burden: The estimated total annual burden is 92 hours (1,100 responses x 5 minutes per response).

Frequency: This initial study will help the FHWA establish a baseline for determining the public's awareness of truck and bus limitations, "share the road" highway safety issues, and the No-Zone campaign's messages. The same information will be collected in 3 to 5 years to assess improvements in public awareness as a result of "share the road" public outreach efforts.

Public Comments Invited

Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the FHWA; (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. Comments submitted in response to this notice will be summarized and/or included in the request for OMB's clearance of this information collection.

Electronic Access

Internet users can 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 page at <http://www.nara.gov/fedreg> and the Government Printing Office's database at <http://www.access.gpo.gov/nara>.

Authority: Pub. L. 105-78, section 2009, and Pub. L. 102-240, section 4002.

Issued on: February 22, 1999.

Michael J. Vecchietti,

Director, Office of Information and Management Services.

[FR Doc. 99-4943 Filed 2-26-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****Environmental Impact Statement on the Central Phoenix /East Valley Light Rail Transit System**

AGENCY: Federal Transit Administration, DOT.

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

SUMMARY: The Federal Transit Administration (FTA) and the Phoenix Regional Public Transportation Authority (RPTA), in cooperation with the cities of Phoenix, Tempe, and Mesa intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) on the proposed Central Phoenix/East Valley light rail transit project in Maricopa County, Arizona. The EIS will evaluate the following alternatives: a no-build alternative and light rail transit alignment options (including station locations, support facilities, and a supporting bus system) plus any additional alternatives that emerge from the scoping process. Scoping will be accomplished through correspondence and discussions with interested persons, organizations, and Federal, State and local agencies, and through public meetings.

DATES: *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered should be

sent to the RPTA, 302 N. First Avenue, Suite 600, Phoenix, AZ 85003 by April 2, 1999.

Scoping Meetings: RPTA and the cities of Phoenix, Tempe, and Mesa will conduct public scoping meetings on the following dates and locations:

- Tuesday, March 16, 1999, 5:00 pm—7:00 pm—Program Room, Tempe Public Library, 3500 S. Rural Road, Tempe, Arizona
- Wednesday, March 17, 1999, 5:00 pm—7:00 pm—Music Room (4th Floor), Central Phoenix/Main Library (Burton Barr Public Library), 1221 N. Central Avenue, Phoenix, Arizona.
- Thursday, March 18, 1999, 5:00 pm—7:00 pm, Saguaro Room, (2nd Floor), Mesa Public Library, 64 East 1st Avenue, Mesa, Arizona and
- Friday, March 19, 1999, 10:30 am—1:00 pm, Phoenix City Hall Assembly Room, A&B, 200 W. Washington Street, Phoenix, Arizona.

ADDRESSES: Written comments on the project scope should be sent to Mr. Wulf Grote PE, Project Director, RPTA, 302 N. First Avenue, Suite 600, Phoenix, AZ 85003. Scoping meetings will be at the locations stated above.

FOR FURTHER INFORMATION CONTACT: Mr. Robert E. Hom, Director, Office of Planning and Program Development Federal Transit Administration, Region IX, (415) 744-3133.

SUPPLEMENTARY INFORMATION:**I. Scoping**

The FTA and the RPTA, in cooperation with the cities of Phoenix, Tempe and Mesa invite written comments until April 2, 1999.

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. Wulf Grote at the RPTA; (see ADDRESSES above). A scoping package describing the light rail alignment alternative in greater detail is also available by mail from Mr. Wulf Grote at (602) 262-7242.

II. Description of Study Area and Project Need

The proposed project for environmental review consists of

approximately a 25-mile total light rail transit system. An initial operating segment consisting of approximately 13 miles, in the core of the corridor, has been identified as the focus of the preliminary engineering effort. The total corridor links Phoenix, Tempe, and Mesa from Mesa Drive in downtown Mesa, through Tempe, west to downtown Phoenix and north along the Central Avenue Corridor to the vicinity of 19th Avenue and Bethany Home.

For the 25-mile segment, two terminal locations in Phoenix will be evaluated during the NEPA process. One terminal location is in the vicinity of Central Avenue and Camelback Road. The other is located in the vicinity of 19th Avenue and Bethany Home Road, integrated with the Chris-Town Mall. For the initial operating segment, the exact length of the LRT segment, station locations, and supporting facilities would also be determined during the NEPA process.

The new light rail transit alignment will be located either within existing arterial streets or in the parallel Union Pacific Railroad (UPRR) corridor or a combination of the alignment locations. The light rail transit alignment provides the opportunity to connect several regionally significant activity centers, entertainment venues, and special event locations. In addition, the light rail project is being coordinated with the City of Phoenix, Aviation Department and is included as an integral mobility component of the Sky Harbor International Airport master plan update. The light rail corridor also parallels Interstate 10, Interstate 17, and US 60 (Superstition Freeway) generally considered to be the spine of Maricopa County's freeway transportation system, carrying the greatest number of people and vehicles of any corridor in the region and serving many of the region's primary activity centers. Congestion and delays along these freeways and along the parallel arterial streets are now considered to be the major transportation problem facing this rapidly growing region. With the prospect of continued and accelerated growth in population and tourism in Maricopa County, travel conditions will continue to deteriorate at an increasing rate. Between 1990 and 1995, Maricopa County grew by more than 15 percent to a current population of 2.7 million. By 2020, it is estimated that the population of Maricopa County will exceed 4 million. The County's growth rate was the third fastest among the nation's top fifty counties from 1980 through 1994.

In response to this need, the RPTA in cooperation with the cities of Phoenix, Tempe, and Mesa have completed a