

Noise abatement measure	Description	NCP pages
5. Update Noise Contours Annually.	In order to monitor compliance with the aviation easement noise level limit in measures 3 and 4 above, it is recommended that the County of Monroe update the Key West International Airport noise contours annually for comparison with the Year 2003 Future Condition Noise Exposure Map, Without Program Implementation.	Pgs 7-9, 7-10, 7-13, 8-4 and 8-6; Tables 7.2 and 8.1; and Figure 5.2.
6. Rezone Vacant Parcels.	<p>FAA Action: <i>Approved.</i></p> <p>It is recommended that the County of Monroe direct a written request to the City of Key West to rezone two vacant parcels to prevent noncompatible development. One parcel on the southwest corner of Flagler Avenue and 11th Street (Parcel ID # 65100.000000) would be rezoned from single family residential development (SF) to an airport noise compatible land use zoning such as limited commercial (LC). Another parcel on South Roosevelt Boulevard (Parcel ID # 65090.000100) would be rezoned from coastal low density residential (LDR-C) to an airport noise and public safety compatible land use zoning such as limited commercial (LC) Pgs 7-15, 7-16 and 8-4; Tables 7.2 and 8.1; and Figure 8.2..</p> <p>FAA Action: <i>Approved.</i></p>	
7. Acquire Vacant Parcel.	<p>It is recommended that the vacant parcel on the southwest corner of Flagler Avenue and 11th Street (Parcel ID #65100.000000) be acquired to prevent noncompatible development if the City of Key West does not rezone the parcel to an airport noise compatible land use zoning.</p> <p>FAA Action: <i>Approved under 14 CFR part 150 with respect to the described vacant land within the DNL 65 db contour where it can be demonstrated that the property is in imminent danger of being developed noncompatibly and local controls are insufficient to prevent that development.</i> Mitigation with respect to new noncompatible development that is allowed to occur on this property is outside the parameters of this part 150 approval. However, the FAA would encourage local government to exercise its prerogative to change the zoning to a compatible use prior to development.</p>	Pgs 7-15, 7-16, 8-5 and 8-6; Tables 7.2 and 8.1; and Figure 8.2.
8. Establish Compatible Land Use Zoning.	<p>Establishment of airport noise compatible land use zoning and public safety compatible land use zoning is recommended, as required by Florida Statutes Chapters 163 and 333. The County of Monroe will seek the cooperation of the City of Key West to establish airport noise compatible land use zoning and public safety compliance land use zoning.</p> <p>FAA Action: <i>Approved.</i></p>	Pgs 7-16 to 7-18 and 8-5; Tables 7.2 and 8.1; and Figure 8.3.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on May 7, 1999. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative office of Monroe County, Florida.

Issued in Orlando, Florida, on May 10, 1999.

John W. Reynolds, Jr.,

Assistant Manager, Orlando Airports District Office.

[FR Doc. 99-12952 Filed 5-20-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-99-5660]

Notice of Request for Reinstatement of an Expired Information Collection: Nationwide Personal Transportation Survey

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the requirement of Section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995, this notice announces the intention of FHWA to request the Office of Management and Budget (OMB) to reinstate its clearance of an expired information collection identified below under Supplementary Information. The Nationwide Personal Transportation Survey (NPTS) is conducted periodically on behalf of the Department of Transportation (DOT) to obtain information on the travel patterns of the American public and how travel is changing over time.

DATES: Comments must be submitted on or before July 20, 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. to 5:00 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Ms. Susan Liss, (202) 366-5060, Office of

Highway Policy Information, Federal Highway Administration, 400 7th Street, SW., Washington, DC 20590-0001. Office hours are from 9:15 a.m. to 5:45 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Nationwide Personal Transportation Survey (NPTS).

OMB Number: 2125-0545.

Background: Title 49, U.S.C. Sec. 301, authorizes the DOT to collect statistical information relevant to domestic transportation. Title 23, U.S.C. Sec. 307 authorizes the DOT to engage in studies to collect data for planning future highway programs. The data from this survey is used to analyze the amount and nature of personal travel on all modes by the American public. The information in the survey is used by FHWA and other DOT administrations to evaluate travel in terms of the mobility of various subgroups; the safety of vehicle drivers and passengers and pedestrians; the role of travel in economic productivity; and maintaining our mobility while protecting the human and natural environment. Many changes in travel and the related social patterns, such as the aging of the baby boomers, require that the DOT update the personal travel data on a periodic basis. Changes in household composition, the role of women, the

location of residences and workplaces, and unique travel issues of the elderly are reflected in changes in local and long-distance travel. In conducting the survey, the interviewers will use computer-assisted telephone interviewing (CATI) to reduce survey length and minimize recording errors. The FHWA and its survey contractors will ensure that personal identifying information is not included in the final data and that the survey results will be used for statistical purposes only. This survey will be coordinated with the American Travel Survey (ATS), conducted by the Bureau of Transportation Statistics, which collects data on longer trips of approximately 50 miles or more over a one-month period. The data collected in the NPTS and the ATS will allow transportation professionals at the Federal, state and metropolitan levels to make informed decisions about policies and plans.

Respondents: The household is the unit of observation, and approximately 25,000 households will complete the survey. Participation in the survey is voluntary. The survey households will be selected randomly by phone number. On the first call, certain basic information about the household is collected. During this initial contact, a specific date is assigned and travel diaries are sent for each household member to record a few items of information for every trip they take on that date. The day after the specified date, the second contact is made with the household to collect information recorded in their travel diaries. For children, an adult household member will be asked to report their travel. The household will be asked to provide the odometer reading of each household vehicle at the time of the interview. A third contact, about two months later, will be made to collect another odometer reading on each household vehicle.

Estimated Average Burden Per Response: The estimated burden per household averages 70 minutes, which includes interviewing an average of 2.6 persons per household. The burden per person averages 20 minutes for the interview and another 7 minutes for keeping the diary and writing the odometer readings.

Estimated Total Annual Burden: The estimated total annual burden hours is 29,250.

Frequency: The survey has been conducted by the DOT periodically since 1969. At the time of the most recent survey in 1995, it was decided that the survey would be conducted again in the year 2000. The NPTS 2000 will be conducted after June 2000 so as

not to interfere with the scheduled Decennial Census.

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 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** WWW site at http://www.access.gpo.gov/su_docs.

Authority: 23 U.S.C. 307; 49 CFR 1.48.

Issued on: May 14, 1999.

Michael J. Vecchietti,

Director, Office of Information and Management Services.

[FR Doc. 99-12823 Filed 5-20-99; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33724]

CSX Transportation, Inc.—Trackage Rights Exemption—Consolidated Rail Corp.

Consolidated Rail Corporation (Conrail) has agreed to grant overhead trackage rights to CSX Transportation, Inc. (CSXT), over main line trackage of Conrail between the connection of the parties at Town Tower, Hagerstown, MD, at or near milepost CR-73.7 to the Conrail connection at CP Ship, at or near milepost CR-40.1, including necessary head and tail room, and thence to the connection point between the parties at Lurgan, PA, at or near milepost CR-42.2. These trackage rights include the right for CSXT to enter or exit the trackage at the connection of the parties at Chambers 5 Industrial Park, Chambersburg, PA, at or near milepost CR-53.0, including sufficient operating head room for CSXT trains to access the Industrial Park. The total distance of the trackage rights is 35.7 miles in

Washington County, MD, and Franklin County, PA.¹

The purpose of the trackage rights is to allow CSXT to reroute all traffic currently moving over its own line through downtown Chambersburg and, therefore, eliminate a number of at-grade crossings and improve safety in Chambersburg.² However, before these trackage rights can be implemented by CSXT, Conrail must make over \$8 million in rail and signal improvements on its line that will allow for faster and more efficient operations. Accordingly, consummation will not occur until these improvements are made. The earliest the transaction could have been consummated was May 10, 1999, the effective date of the exemption (7 days after the exemption was filed.)

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it 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. 33724, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of each

¹ The line in question will be allocated to Pennsylvania Lines, LLC, and operated by Norfolk Southern Railway Company (NSR) upon the division of Conrail's assets between CSXT and NSR pursuant to *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail, Inc. and Consolidated Rail Corporation*, STB Finance Docket No. 33388 (STB served July 23, 1998). Accordingly, NSR has participated in the negotiations for these trackage rights and has agreed to its terms.

² This proceeding is related to *CSX Transportation, Inc.—Abandonment Exemption—in Franklin County, PA*, STB Docket No. AB-55 (Sub-No. 568X) (STB served Mar. 9, 1999), in which the Board exempted under 49 U.S.C. 10502 from prior approval requirements of 49 U.S.C. 10903 the abandonment by CSXT of its rail line between 4th Street and Commerce Street in Chambersburg, subject to public use, trail use, and standard employee protective conditions. Subsequent to the March 9 decision, an offer of financial assistance was filed by Frederick A. Fox, Kaye A. Fox, Frederick Armstrong Fox and Karla M. Fox (the offerors). CSXT has agreed to sell the line between Main Street and South Street to the offerors once the trackage rights involved in this proceeding have been implemented. By decision served May 7, 1999, the acquisition was authorized.