

5. Safe Communities (10%)

The degree to which this project promotes the Safe Communities model to members of the national organization and encourages them to utilize this effort as an opportunity to join existing Safe Communities program, integrate this effort into an existing program, or build a new Safe Communities program.

Availability of Funds and Period of Support

Contingent on the availability of funds and satisfactory performance, cooperative agreements will be awarded for a project period of 12 to 15 months. A total of \$590,000 is anticipated to be awarded. It is anticipated that individual award amounts, based upon demonstrated need, may range between \$10,000 and \$50,000. This stated range does not establish minimum or maximum funding levels.

In each project, some portion of the funding requested must be dedicated to evaluation activities. Given the amount of funds available for this effort, applicants are strongly encouraged to seek other funding opportunities to supplement the federal funds. Preference will be given to applicants with cost-sharing proposals from within or outside their organization.

NHTSA Involvement

NHTSA will be involved in all activities undertaken as part of the cooperative agreement program and will:

1. Provide a Contracting Officer's Technical Representative (COTR) to participate in the planning and management of this Cooperative Agreement and to coordinate activities between the Grantee and NHTSA.
2. Provide information and technical assistance from government sources within available resources and as determined appropriate by the COTR.
3. Serve as a liaison between NHTSA Headquarters, Regional Offices and others (Federal, state and local) interested in Buckle Up America Campaign and the activities of the grantee as appropriate.
4. Stimulate the transfer of information among Cooperative Agreement recipients and others engaged in Buckle Up America activities.
5. Provide campaign information and materials to support activities.

Special Award Selection Factors

While not a requirement of this announcement, applicants are strongly urged to seek funds from other federal, state, local and private sources to augment those available under this

announcement. For those applications that are evaluated as meritorious for consideration for award, preference may be given to those that have proposed cost-sharing strategies and/or have other proposed funding sources in addition to those in this announcement. In-kind services provided by the applicant organization may be included as a contribution.

Terms and Conditions of Award

1. Prior to award, each grantee must comply with the certification requirements of 49 CFR part 20, Department of Transportation New Restrictions on Lobbying, and 49 CFR part 29, Department of Transportation government-wide Debarment and Suspension (Non-procurement) and Government-wide Requirements for Drug Free Workplace (Grants).

2. Reporting Requirements and Deliverables:

A. Quarterly Progress Reports should include a summary of the previous quarter's activities and accomplishments, as well as the proposed activities for the upcoming quarter. Any decisions and actions required in the upcoming quarter should be included in the report. The grantee shall supply the progress report to the Contracting Officer's Technical Representative (COTR) every ninety (90) days following date of award.

B. Program Implementation and Evaluation Plan: The grantee shall submit a revised program implementation and evaluation plan, incorporating comments received from the NHTSA COTR, no more than 1 month after award of this agreement. The NHTSA COTR will review and comment, if necessary.

C. Draft Final Report: The grantee shall prepare a Draft Final Report that includes a description of the project, media outreach initiatives, and local affiliate participation and activity, results and findings from the program evaluation. In terms of information transfer, it is important to know what worked and did not work, under what circumstances, and what can be done to avoid potential problems in future projects. The grantee shall submit the Draft Final Report to the COTR 60 days prior to the end of the performance period. The COTR will review the draft report and provide comments to the grantee within 30 days of receipt of the document.

D. Final Report: The grantee shall revise the Draft Final Report to reflect the COTR's comments. The revised final report shall be delivered to the COTR 15 days before the end of the performance

period. The grantee shall supply the COTR:

—Four hard copies of the final document.

E. A Briefing to NHTSA and a presentation to at least one national meeting (e.g., Lifesavers * * *).

F. Preparation and submission of a paper for publication in a professional journal. This paper will be submitted to NHTSA initially in draft format and will be circulated for review and comment to NHTSA and others, as appropriate.

3. During the effective performance period of cooperative agreements awarded as a result of this announcement, the agreement as applicable to the grantee, shall be subject to the NHTSA's General Provisions for Assistance Agreements, dated July 1995.

Issued on: February 2, 1999.

Rose A. McMurray,

Associate Administrator for Traffic Safety Programs.

[FR Doc. 99-2827 Filed 2-4-99; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. MC-F-20919]

Greyhound Lines, Inc., et al.— Acquisition—Autobus Turismos Rapidos, Inc.

AGENCY: Surface Transportation Board.

ACTION: Notice tentatively approving finance application

SUMMARY: Greyhound Lines, Inc. (Greyhound), a motor carrier of passengers, Sistema Internacional de Transporte de Autobuses, Inc. (SITA), a wholly owned, non-carrier subsidiary of Greyhound, and Americanos U.S.A., L.L.C. (Americanos), a motor carrier controlled by SITA, jointly seek approval under 49 U.S.C. 14303 for the acquisition of the operating authority and certain other properties of Autobus Turismos Rapidos, Inc. (ATR), a motor carrier of passengers. Persons wishing to oppose the application must follow the rules under 49 CFR part 1182 (effective October 1, 1998). The Board has tentatively approved the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action.

DATES: Comments must be filed by March 22, 1999. Applicants may file a reply by April 6, 1999. If no comments are filed by March 22, 1999, this notice is effective on that date.

ADDRESSES: Send an original and 10 copies of any comments referring to STB Docket No. MC-F-20919 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, send one copy of any comments to applicants' representative: Fritz R. Kahn, Suite 750 West, 1100 New York Avenue, NW., Washington, DC 20005-3934.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION: Greyhound holds nationwide, motor passenger carrier operating authority under Docket No. MC-1515.¹ SITA holds no operating authority, but controls Americanos (MC-309813)² and proposes to acquire ATR through Americanos. SITA also controls three other motor passenger carriers: Gonzalez, Inc., d/b/a Golden State Transportation Company (Gonzalez) (MC-173837), operating in the Southwest; Los Rapiados, Inc. (MC-293638), operating in California, Nevada, and Arizona; and Autobuses Amigos, L.L.C. (Amigos) (MC-340462), operating between Mexican border crossing points in Texas and points throughout the United States. ATR holds authority in Docket No. MC-181016, to conduct scheduled, regular-route, passenger operations in California, Colorado, New Mexico, Arizona, and Texas. According to applicants, their purchase of ATR has already been consummated, but SITA has placed all of its "membership interests" in Americanos into a voting trust established pursuant to 49 CFR part 1013.

Applicants state that the aggregate gross operating revenues for Greyhound

and its affiliates exceeded \$2 million during the 12 months preceding the filing of this application. They assert that access to applicants' financial resources will permit ATR's business, specializing in transportation markets addressing Spanish speaking passengers, to grow and will strengthen its competitive position. They state that this will improve service to the traveling public, integrate ATR's services with those of Greyhound, permit both carriers to offer reasonable and reduced fares, and enhance competition.³ They indicate that the transaction will have little or no effect on Greyhound's total fixed charges, and that ATR's drivers and other employees will be offered the opportunity to apply for positions with Americanos.

Applicants certify that: (1) Greyhound and its affiliates hold "satisfactory" safety ratings (except for Americanos and Amigos, which have not yet been rated, and Gonzalez, which has a "conditional" rating); (2) Americanos and Greyhound have appointed appropriate agents for service of process in each state in which they operate, in accordance with 49 U.S.C. 13303 and 13304 and 49 CFR part 366.1 *et seq.*, and maintain sufficient liability insurance as required by 49 U.S.C. 13906 and 40 CFR part 387.1, *et seq.*; (3) Greyhound, SITA, Americanos, and ATR are not domiciled in Mexico and are not owned or controlled by a person of that country; and (4) approval of the transaction will not significantly affect either the quality of the human environment or the conservation of energy resources.

Under 49 U.S.C. 14303(b), we must approve and authorize a transaction that we find consistent with the public interest, taking into consideration at least: (1) the effect of the proposed transaction on the adequacy of transportation to the public; (2) the total fixed charges that result from the proposed transaction; and (3) the interest of carrier employees affected by the proposed transaction.

On the basis of the application, we find that the proposed acquisition is consistent with the public interest and should be authorized. If any opposing comments are timely filed, this finding will be deemed to be vacated, and unless a final decision can be made on the record as developed, a procedural

schedule will be adopted to reconsider the application. If no opposing comments are filed by the expiration of the comment period, this decision will take effect automatically and will be the final Board action.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

This decision will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The proposed acquisition is approved and authorized, subject to the filing of opposing comments.

2. If timely opposing comments are filed, the findings made in this decision will be deemed to be vacated.

3. This decision will be effective on March 22, 1999, unless timely opposing comments are filed.

4. A copy of this notice will be served on: (1) the U.S. Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue, NW., Washington, DC 20530; and (2) the U.S. Department of Transportation, Office of Motor Carriers-HIA 30, 400 Virginia Avenue, SW., Suite 600, Washington, DC 20024.

Decided: February 1, 1999.

By the Board, Chairman Morgan and Vice Chairman Clyburn.

Vernon A. Williams,
Secretary.

[FR Doc. 99-2812 Filed 2-4-99; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33699
(Sub-No. 1)]

The Burlington Northern and Santa Fe Railway Company—Trackage Rights Exemption—Union Pacific Railroad Company

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: The Board, under 49 U.S.C. 10502, exempts the trackage rights described in STB Finance Docket No. 33699¹ to permit the trackage rights to

¹ On January 5, 1999, BNSF filed a notice of exemption under the Board's class exemption procedures at 49 CFR 1180.2(d)(7). The notice covered the agreement by Union Pacific Railroad Company (UP) to grant temporary overhead trackage rights to The Burlington Northern and Santa Fe Railway Company over UP's rail line between (1) Kern Junction, CA, in the vicinity of UP's milepost 313.6 (Fresno Subdivision), and Calwa, CA, in the vicinity of UP's milepost 209.1

¹ In *Laidlaw, Inc. and Laidlaw Transit Acquisition Corp.—Merger—Greyhound Lines, Inc.*, STB Docket No. MC-F-20940 (STB served Dec. 17, 1998) (63 FR 69710), we tentatively approved the merger of Greyhound with Laidlaw Transit Acquisition Corp., a wholly owned subsidiary of Laidlaw Inc.

Greyhound also controls several regional motor passenger carriers: Valley Transit Company, Inc. (MC-74), operating in Texas; Carolina Coach Company, Inc. (MC-13300), operating in Delaware, Virginia, and North Carolina; Texas, New Mexico & Oklahoma Coaches, Inc. (MC-61120), operating in Texas, New Mexico, Colorado, Kansas, and Oklahoma; Continental Panhandle Lines, Inc. (MC-8742), operating in Oklahoma and Texas; Vermont Transit Co., Inc. (MC-45626), operating in Maine, Vermont, Massachusetts, and New York; and PRB Acquisition, LLC, doing business as Peoria Rockford Bus Co. (MC-66810), operating in Illinois.

² Americanos is authorized to conduct scheduled, regular-route, passenger operations between border crossing points such as San Ysidro/Tijuana, Calexico/Mexicali, and Nogales/Nogales, and such cities as Los Angeles, Seattle, Dallas, Houston, Chicago, Atlanta, and Miami, but it did not conduct any passenger transportation operations before consummation of the purchase of ATR's properties.

³ According to applicants, SITA has minority ownership interests in two Mexican motorbus operators that connect with Americanos at the Mexican/U.S. border crossing points and this transaction will permit SITA, through Americanos, to use the operating authority and other property of ATR to ease and simplify Mexico/U.S. transborder passenger transportation.