

Grand Canyon Final Rule, the Notice of Availability of Proposed Commercial Air Tour Routes, and the Notice of Proposed Rulemaking (NPRM), each dated December 31, 1996, the Notice of Proposed Rulemaking for Establishment of Corridors in the GCNP SFRA and the Notice of Availability of Commercial Air Tour Routes, both dated May 15, 1997, the Notice of Clarification dated October 31, 1997, the Notice of Meeting [Flagstaff] dated April 10, 1998 (63 FR 18964; April 15, 1998) and the final Environmental Assessment and written reevaluations prepared in support of these Notices and rulemaking documents.

The commercial air tour routes will be issued for public comment in a Notice of Availability of Proposed Air Tour Routes concurrently with Notices of Proposed Rulemaking for the airspace modification and limitation on operations.

The FAA expects to issue the supplemental EA in the summer of 1999, concurrently for public comment with these documents. The FAA plans to provide a period of sixty days for public comment on the supplemental EA. The public will be notified about the availability of the supplemental EA for comment through the **Federal Register** and other appropriate media.

Any person may have their name added to the mailing list, receive a copy of the graphic containing the proposed changes and modifications, and/or obtain a copy of the supplemental EA when it becomes available, by submitting a request to the FAA contact identified above.

Issued in Washington, D.C. on February 3, 1999.

**William J. Marx,**

*Manager, Environmental Programs Division,  
Office of Air Traffic Airspace Management.*

[FR Doc. 99-2934 Filed 2-5-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-99-5020]

### Reports, Forms, and Record Keeping Requirements

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Request for public comment on proposed collection of information.

**SUMMARY:** Before a Federal Agency can collect certain information from the public, it must receive approval from the Office of Management and the

Budget (OMB). Under new procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal Agencies must solicit public comment on proposed information collections, including extensions and reinstatements of previously approved collections. This document describes one collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before April 9, 1999.

**ADDRESSES:** Direct all written comments to U.S. Department of Transportation Dockets, 400 Seventh Street, SW, Plaza 401, Washington, DC 20590. Docket No. NHTSA-99-5020.

**FOR FURTHER INFORMATION CONTACT:** Paul J. Tremont, Ph.D., Contracting Officer's Technical Representative, Office of Research and Traffic Records (NTS-31), Washington, DC 20290, telephone 202-366-5587.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing for a 60-day comment period and to allow for consultation with affected agencies and members of the public concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methods and assumptions;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) 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 technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In response to these requirements, NHTSA asks for public comment on the following proposed collection of information:

### National Survey of Drinking and Driving Attitudes and Behavior: 1999

**Type of Request**—New information collection requirement.

**OMB Clearance Number**—None.

**Form Number**—This collection of information uses no standard forms.

**Requested Expiration Date of Approval**—February 28, 2000

### Summary of the Collection of Information

In 1991, NHTSA conducted the first in a series of biennial surveys of the driving-aged public (aged 16 or older) to identify patterns and trends in public attitudes and behaviors towards drinking and driving. The proposed study, to be administered in the 3rd quarter of 1999, and the fifth in this series of biennial surveys, will collect data on topics included in the first four studies (and several additional topics), including: frequency of drinking and driving and of riding with an impaired driver, ways to prevent drinking and driving, enforcement of drinking driving laws including the use of sobriety checkpoints, understanding of BAC levels and legal limits, and crash and injury experience.

The survey will be administered by telephone to a national probability sample of the driving age public (aged 16 years or older as of their last birthday). Participation by respondents is voluntary. The interview is anticipated to average 20-25 minutes; for non-drinkers and non-drivers the interview will average below 20 minutes, while for drinker-drivers it will average slightly over 20 minutes.

Interviewers will use computer assisted telephone interviewing to reduce survey administration time and to minimize data collection errors. A Spanish-language questionnaire and bilingual interviewers will be used to reduce language barriers to participation. All respondent's results will remain anonymous and completely confidential. Participant names are not collected during the interview and the telephone number used to reach the respondent is separated from the data record prior to its entry into the analytical database.

### Description of the Need for the Information and Proposed Use of the Information

More than 327,000 persons were reported injured and more than 16,000 persons died in alcohol-related motor vehicle crashes in 1997, (Traffic Safety Facts: 1997, NHTSA-National Center for Statistics and Analysis). NHTSA is committed to the development of

effective programs to reduce the incidence of these crashes. In order to properly plan and evaluate programs directed at reducing alcohol-impaired driving, the agency needs to periodically update its knowledge and understanding of the public's attitudes and behaviors with respect to drinking and driving.

The findings from this proposed collection will assist NHTSA in addressing the problem of alcohol-impaired driving and in formulating programs and recommendations to Congress. NHTSA will use the findings to help focus current programs and activities to achieve the greatest benefit, to develop new programs to decrease the likelihood of drinking and driving behaviors, and to provide informational support to states, localities, and law enforcement agencies that will aid them in their efforts to reduce drinking and driving crashes and injuries.

**Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)**

Under this proposed collection, a telephone interview averaging approximately 20 minutes in length would be administered to each of 6,000 randomly selected members of the general public age 16 and older. The respondent sample would be selected from all 50 states plus the District of Columbia. Interviews would be conducted with persons at residential phone numbers selected using random digit dialing. No more than one respondent per household would be selected, and each sample member would complete just one interview. Businesses are ineligible for the sample and would be not be interviewed.

**Estimate of the Total Annual reporting and Record Keeping Burden Resulting From the Collection of Information**

NHTSA estimates that respondents in the sample would require an average of 20 minutes to complete the telephone interview. Thus, the number of estimated reporting burden on the general public would be a total of 2000 hours for the proposed survey. The respondents would not incur any reporting or record keeping cost from the information collection.

**Rose A. McMurray,**

Associate Administrator for Traffic Safety Programs, National Highway Traffic Safety Administration.

[FR Doc. 99-3008 Filed 2-5-99; 8:45 am]

BILLING CODE 4910-59-P

**DEPARTMENT OF TRANSPORTATION**

**Surface Transportation Board**

[STB Finance Docket No. 33707]

**Albany Bridge Company, Inc., Georgia & Florida Railroad Co., Inc., and Live Oak, Perry & Georgia Railroad Company, Inc.—Corporate Family Transaction Exemption—Gulf & Ohio Railways, Inc.**

Albany Bridge Company, Inc., Georgia & Florida Railroad Co., Inc., and Live Oak, Perry & Georgia Railroad Company, Inc. (Railroad Companies), and Gulf & Ohio Railways, Inc. (G&O), have jointly filed a notice of exemption. The Railroad Companies and G&O are wholly owned by Gulf & Ohio Railways Holding Co., Inc. (Holding Company), and the Holding Company is wholly owned by H. Peter Claussen and Linda C. Claussen.<sup>1</sup> The Railroad Companies will be merged into G&O, with G&O as the surviving corporation.

The transaction was scheduled to be consummated on or shortly after January 21, 1999.

The proposed merger is intended to consolidate the operations of the Railroad Companies and G&O, and to eliminate administrative and operating inefficiencies, improve service, and to improve the financial viability of the surviving corporation.

This is a transaction within a corporate family of the type specifically exempted from prior review and approval under 49 CFR 1180.2(d)(3). The parties state that the transaction will not result in adverse changes in service levels, significant operational changes, or a change in the competitive balance with carriers outside the corporate family.

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

<sup>1</sup> See *Albany Bridge Company, Inc., Georgia & Florida Railroad Co., Inc., Gulf & Ohio Railways, Inc., Lexington & Ohio Railroad Co., Inc., Live Oak, Perry & Georgia Railroad Company, Inc., Piedmont & Atlantic Railroad Co., Inc., Rocky Mount & Western Railroad Co., Inc., Wiregrass Central Railroad Company, Inc.—Corporate Family Transaction Exemption—Gulf & Ohio Railways Holding Co., Inc.*, STB Finance Docket No. 33576 (STB served Apr. 10, 1998).

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

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33707, 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 all pleadings must be served on Jo A. DeRoche, Weiner, Brodsky, Sidman & Kider, P.C., Suite 800, 1350 New York Avenue, NW., Washington, DC 20005-4797.

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

Decided: January 29, 1999.

By the Board, David M. Konschnik, Director, Office of Proceedings.

**Vernon A. Williams,**

Secretary.

[FR Doc. 99-2666 Filed 2-5-99; 8:45 am]

BILLING CODE 4910-00-P

**DEPARTMENT OF THE TREASURY**

[Treasury Directive Number 15-29]

**Delegation of Authority to the Commissioner, United States Customs Service, To Investigate Violations of 18 U.S.C. §§ 1956 and 1957**

January 21, 1999.

1. *Purpose.* This Directive delegates to the Commissioner, United States Customs Service, authority to investigate violations of 18 U.S.C. §§ 1956 and 1957.

2. *Delegation.* By virtue of the authority vested in the Secretary of the Treasury by 18 U.S.C. §§ 981, 1956(e) and 1957(e) and the authority delegated to the Under Secretary (Enforcement) by Treasury Order (TO) 101-05, there is hereby delegated to the Commissioner, United States Customs Service:

a. Investigatory authority over violations of 18 U.S.C. § 1956 or 1957 involving 18 U.S.C. §§ 542, 545, 549, 659, 1461-63, 1465, 2251-52, 2314, 2320, and 2321; 19 U.S.C. § 1590; 21 U.S.C. § 863; offenses under § 11 of the Export Administration Act of 1979 (50 U.S.C. App. § 2410); offenses under § 206 of the International Emergency Economic Powers Act (50 U.S.C. § 1705); offenses under § 16 of the Trading With the Enemy Act (50 U.S.C. App. § 16); and offenses under § 38 of the Arms Export Control Act (22 U.S.C.