

10. *Current and Future Traffic*—For highway projects provide the current and design year average daily traffic. For other facilities, such as visitor centers, it may be desirable to describe the number of visitors accommodated by the facility.

11. *Project Administration*—Indicate whether the Federal funds for this project will be administered by the State transportation agency or a Federal Lands Highway Division (FLHD) of FHWA. If the FLHD or other Federal Agencies are involved, the type of involvement, whether it is preliminary engineering or contract administration, or other, should be specified. Also, the FLHD is available to assist you with Federal Agency coordination and should provide you with any data and information requested.

12. *Amount of Federal PLH Discretionary Funds Requested*—Indicate the amount of Federal PLH funds being requested for FY 1999. If a State is willing to accept partial funding of the request, that should also be indicated. Sometimes partial funding of requests is utilized to provide funding to more projects, since the requests far exceed the funding available.

13. *Commitment of Other Funds*—Indicate the amounts and sources of any private or other public funding being provided as part of this project. Only indicate those amounts of funding that are firm and documented commitments. The submission must include written confirmation of these commitments from the entity controlling the funds.

14. *Previous PLH Discretionary Funding*—Indicate the amount and fiscal year of any previous PLH discretionary funds received for this project or route.

15. *Future Funding Needs*—Indicate the estimated future funding needs for the project, including anticipated requests for additional PLH discretionary funding, the items of work to be completed and projected scheduling.

16. *Project Area Map*—It is suggested that a readable map, clearly showing the proposed project and its relationship to the overall development of a highway route, as well as its relationship to the Federal public lands, be included. The map should also show any previously completed work on this highway route, if any, plus additional work being planned beyond the proposed project.

17. *Talking Points Briefing*—A one page talking points paper covering basic project information is also needed for use by the Office of the Secretary for the congressional notification process should a project be selected for funding. Each State's request for

FY 1999 PLH discretionary funds must include a talking points paper. A sample paper is attached to this memorandum.

#### Division Office Responsibilities

In order to ensure that the submitted candidates are complete and properly prepared, the Division Office must:

1. Provide this information regarding project eligibility, selection criteria and submission requirements to the State transportation agency, and
2. Review all candidate applications submitted by the State prior to sending them to this office to ensure that they are complete and meet the above requirements.

We are requesting that candidate project submissions be received in Headquarters no later than *September 1, 1998. Projects received after this date may not receive full consideration.*

When sending in candidate projects, the States must understand that any qualified project may or may not be selected, and it may be necessary to supplement PLH funds with other Federal-aid and/or State funds to construct a section of highway which will be usable to the traveling public in as short a period as possible.

Any allocations in FY 1999 will be made on the assumption that proposed projects are viable and implementation schedules are realistic. Any unobligated balances remaining on September 15, 1999, will be withdrawn and used for funding future fiscal year requests.

If there are questions, please contact Mr. Larry Beidel (202-366-1564) of our Federal-Aid and Design Division.

Henry H. Rentz for Thomas J. Ptak

Attachment

#### Sample Talking Points Briefing for Sec. Slater

**Note:** These talking points will be used by the Office of the Secretary in making congressional notification contacts. Since some of the recipients of the calls may not be closely familiar with the highway program, layman's language should be used to the extent possible. Information contained in the talking points may be used by a member of Congress in issuing a press release announcing the discretionary allocation.

#### Public Lands Highways (PLH) Discretionary Funds

GRANTEE: <List full name of State Highway Agency>

REPRESENTATIVE/SENATOR: <List full names>

PROJECT: <short name/description of project>

This project provides for reconstructing \_\_\_\_ miles of US 1 in \_\_\_\_\_ County extending from State

Route 2 intersection in Hometown to the County Road 3 in the vicinity of Smallville. Widening 2 feet on either side with improvements on horizontal alignment and installation of 1000 feet of guard rail are included in the project. FHWA FUNDS: \$xx,xxx,xxx. <requested funds>

Specify other source of funds (for ex: State, local, Forest highways, etc, if any, to supplement Federal funds

- This project will improve access to Navajo Indian Reservation and improve the local economy.

- This project is in Congressional district <add number and member's name>.

- This project is part of the second phase of a 5-year program to reconstruct a 30-mile section of Forest Road 11 (State Route 201) between Town A and Town B.

- The project will be advertised for construction in <month/year> and is scheduled for completion in <month/year>.

[FR Doc. 98-19563 Filed 7-22-98; 8:45 am]

BILLING CODE 4910-22-P

#### DEPARTMENT OF TRANSPORTATION

##### Surface Transportation Board

[STB Docket No. MC-F-20923]

**Coach USA, Inc.—Control—Kansas City Executive Coach, Inc. and Le Bus, Inc.**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice tentatively approving finance transaction.

**SUMMARY:** Coach USA, Inc. (Coach), a noncarrier, filed an application under 49 U.S.C. 14303 to acquire control of Kansas City Executive Coach, Inc. (Executive) and Le Bus, Inc. (Le Bus) (collectively, the Acquired Carriers), both motor carriers of passengers. Persons wishing to oppose the application must follow the rules under 49 CFR part 1182, subparts B and C. 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 are due by September 8, 1998. Applicant may reply by September 22, 1998. If no comments are received by September 8, 1998, this notice is effective on that date.

**ADDRESSES:** Send an original and 10 copies of any comments referring to STB No. MC-F-20923 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423—

0001. In addition, send one copy of comments to applicant's representatives: Betty Jo Christian and David H. Coburn, Steptoe & Johnson LLP, 1330 Connecticut Avenue, N.W., Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** Joseph H. Dettmar, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

**SUPPLEMENTARY INFORMATION:** Coach currently controls 45 motor passenger carriers.<sup>1</sup> In this transaction, Coach seeks to acquire direct control of Executive<sup>2</sup> and Le Bus<sup>3</sup> by acquiring all of the outstanding stock of each of these carriers.

Applicant submits that there will be no transfer of federal or state operating authorities held by the Acquired Carriers. Following consummation of the control transactions, these carriers will continue operating in the same manner as before, and, according to applicant, granting the application will not reduce competitive options available to the traveling public. Applicant asserts that the Acquired Carriers do not compete with one another or, to any meaningful degree, with any other Coach-owned carrier. Applicant submits that each of the Acquired Carriers is relatively small and each faces substantial competition from other bus companies and from other transportation modes.

Applicant also submits that granting the application will produce substantial benefits, including interest cost savings from the restructuring of debt and reduced operating costs from Coach's enhanced volume purchasing power. Specifically, applicant claims that each carrier will benefit from the lower

insurance premiums negotiated by Coach and from volume discounts for equipment and fuel. Applicant indicates that Coach will provide each carrier with centralized legal and accounting functions and coordinated purchasing services. In addition, applicant states that vehicle sharing arrangements will be facilitated through Coach to ensure maximum use and efficient operating of equipment and that, with Coach's assistance, coordinated driver training services will be provided, enabling each carrier to allocate driver resources in the most efficient manner possible.

Applicant also states that the proposed transaction will benefit the employees of each carrier and that all collective bargaining agreements will be honored by Coach. Over the long term, Coach states that it will provide centralized marketing and reservation services for the bus firms that it controls, thereby further enhancing the benefits resulting from these control transactions.

Applicant certifies that: (1) neither carrier holds an unsatisfactory safety rating from the U.S. Department of Transportation; (2) each carrier has sufficient liability insurance; (3) neither carrier is domiciled in Mexico nor owned or controlled by persons 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. Additional information may be obtained from Applicant's representatives.

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

On the basis of the application, we find that the proposed acquisition of control is consistent with the public interest and should be authorized. If any opposing comments are timely filed, this finding will be deemed vacated and 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 action will not significantly affect either the quality of the human environment or the conservation of energy resources.

*It is ordered:*

1. The proposed acquisition of control 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 vacated.

3. This decision will be effective on September 8, 1998, unless timely opposing comments are filed.

4. A copy of this notice will be served on the U.S. Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue, N.W., Washington, DC 20530.

Decided: July 16, 1998.

By the Board, Chairman Morgan and Vice Chairman Owen.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 98-19680 Filed 7-22-98; 8:45 am]

BILLING CODE 4915-00-P 1

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

July 15, 1998.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

**DATES:** Written comments should be received on or before August 24, 1998 to be assured of consideration.

### Financial Crimes Enforcement Network (FinCEN)

*OMB Number:* 1506-0008.

*Regulation Parts:* 31 CFR Parts 103.33.

*Type of Review:* Extension.

*Title:* Conditional Exceptions to the Application of 31 CFR 103.33(g).

*Description:* FinCEN Notice 1998-1 provides two conditional exceptions to the information requirements of 31 CFR 103.33(g) (the "Travel Rule"). Banks and brokers and dealers in securities would use the exceptions.

*Respondents:* Business or other for-profit.

*Estimated Number of Respondents/Recordkeepers:* 5,000.

*Estimated Burden Hours Per Respondent/Recordkeeper:*

Reporting—3 minutes

<sup>1</sup> In addition to the instant application, Coach has one other pending control application: *Coach USA, Inc.—Control—Blue Bird Coach Lines, Inc.; Butler Motor Transit, Inc.; Gad-About Tours, Inc.; P&S Transportation, Inc.; Pittsburgh Transportation Charter Services, Inc.; Syracuse and Oswego Coach Lines, Inc.; Tippet Travel, Inc., d/b/a Marie's Charter Bus Lines; Tucker Transportation Co., Inc.; and Utica-Rome Bus Co., Inc.*, STB Docket No. MC-F-20921 (STB served June 19, 1998), where Coach seeks to acquire control of nine additional motor passenger carriers.

<sup>2</sup> Executive is a Missouri corporation. It holds federally-issued operating authority in Docket MC-203805, as well as intrastate authority issued by the Missouri Department of Transportation. The carrier operates a fleet of 15 motorcoaches; employs approximately 35 drivers; and, together with affiliated companies, earned gross annual revenues in fiscal 1997 of approximately \$12 million. Prior to the transfer of its stock into a voting trust, it had been owned by Mr. William J. George and William M. George.

<sup>3</sup> Le Bus is a Florida corporation. It holds federally-issued operating authority in Docket MC-210900. The carrier operates a fleet of approximately 40 motorcoaches; employs approximately 50 persons; and in fiscal 1997 earned gross revenues of \$5.2 million.