

Procedural Regulations (See 14 CFR 302.1701 et seq.). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: OST-97-3217

Date Filed: March 5, 1998

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: April 2, 1998

Description: Supplement to the Application of JHM Cargo Expresso, S.A. pursuant to 49 U.S.C. Section 40109, and Subpart Q, states that it no longer seeks a Permit to engage in nonscheduled foreign air transportation. Rather, in accordance with the Costa Rican governments grant of scheduled authority and the airline's attendant designation under the Costa Rica-United States aviation treaty, the airline supplements its application to seek a Section 402 Foreign Air Carrier Permit for scheduled, including charter, foreign air transportation of property and mail between Costa Rica and Miami, Florida and Los Angeles, California.

Docket Number: OST-97-2486

Date Filed: March 6, 1998

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: April 3, 1997

Description: Amendment No. 1 to the Application of ALM Antillean Airlines N.V. and ALM 1997 Airline N.V. pursuant to 49 U.S.C. Section 40109 and Subpart Q of the Regulations, requests when transferred and reissued, a foreign air carrier permit to engage in scheduled foreign air transportation of persons, property and mail from points behind the Netherlands Antilles via the Netherlands Antilles and intermediate points to a point or points in the United States and beyond.

Paulette V. Twine,

Federal Register Liaison.

[FR Doc. 98-6704 Filed 3-13-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: New London County, Connecticut

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a joint Environmental Impact Statement/Major Investment Study (EIS/MIS) will be prepared for transportation improvements within the Connecticut Route 82/85/11 (RT 82/85/11) corridor in the towns of Salem, Montville, Waterford, and East Lyme Connecticut.

FOR FURTHER INFORMATION CONTACT:

Donald West, Division Administrator, Federal Highway Administration, Connecticut Division Office, 628-2 Hebron Avenue, Suite 303, Glastonbury, Connecticut 06033. Telephone: (860) 659-6703; or Edgar T. Hurlle, Director of Environmental Planning, Connecticut Department of Transportation, 2800 Berlin Turnpike, P.O. Box 317546, Newington, Connecticut 06131-7546. Telephone: (860) 594-2920.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Connecticut Department of Transportation (ConnDOT), will prepare a joint Environmental Impact Statement/Major Investment Study (EIS/MIS) to analyze potential impacts to transportation improvements within the RT 82/85/11 corridor in southeastern Connecticut. The approximate length of the study area corridor is ten miles. Improvements to the corridor are considered necessary to improve safety and provide for projected traffic demand. The alternatives that will be considered in the EIS/MIS include, but are not limited to, the no action, minor roadway improvements, roadway widening, new roadway alignments, transit, transportation demand management and transportation system management. An advisory committee was established with representation from the corridor towns. The committee has met, and will continue to meet and advise the FHWA. A public informational meetings has been held.

To ensure that a full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Due to the extensive public input received to date and the history of corridor transportation studies, no formal scoping meeting is planned. Comments or questions concerning this EIS/MIS should be directed to the FHWA at the address provided above.

During the EIS/MIS, a number of public informational meetings will be held at major milestones in the process. In addition, the Department will hold a public hearing or hearings approximately 30 days after the Draft EIS/MIS has been made available for

public and agencies review and comment.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Authority: 12 USC 315; 49 CFR 1.48.

Issued: March 4, 1998.

Carl L. Gottschall,

Assistant Division Administrator, Hartford, Connecticut.

[FR Doc. 98-6598 Filed 3-13-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement: Sacramento Amtrak and Folsom Corridor LRT Extensions and Double Tracking project in Sacramento County, CA

AGENCY: Federal Transit Administration, DOT.

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

SUMMARY: The Federal Transit Administration (FTA), in cooperation with the Sacramento Regional Transit District (RT), will prepare an Environmental Impact Statement (EIS) for the Sacramento Amtrak and Folsom Corridor LRT Extensions and Double Tracking project in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

The EIS will consider alternatives for improving direct transit service within a corridor generally following U.S. Highway 50 between the Amtrak station in downtown Sacramento and downtown Folsom, California. The EIS will evaluate the following alternatives: a No-Build Alternative, a Transportation Systems Management (TSM) Alternative, and a Light Rail Transit (LRT) Alternative.

The Major Investment Study (MIS) for this project, the U.S. 50 Corridor Major Investment Study, was completed by the Sacramento Area Council of Governments in December, 1997. Other previous studies include various program- and construction-level environmental analyses conducted by RT over the past eight years, and a City of Folsom Environmental Impact Report (EIR) for a light-rail extension along the easternmost segment of the corridor. RT will perform additional preliminary engineering for the downtown Sacramento Amtrak extension, the

Folsom extension, and double tracking, for a single, construction-level Draft EIS/EIR for the entire corridor.

Scoping will be accomplished through meetings and correspondence with interested persons, organizations, the general public, federal and state agencies. Letters describing the proposed action and soliciting comments were sent to the appropriate federal, state and local agencies, and to private organizations and citizens who have expressed or are known to have interest in this proposal.

DATES: *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered must be postmarked no later than April 20, 1998 and should be sent to the Sacramento Regional Transit District at the address below. *Scoping Meetings:* Two public scoping meetings will be held: April 7, 1998 from 7:00 until 9:00 p.m., at the Nimbus Winery, 12401 Folsom Boulevard, Rancho Cordova, and on April 8, 1998 from 2:00 until 4:00 p.m. at the Energy Commission Building, Hearing Room A, 1516 9th Street, Sacramento. A brief presentation of the project purpose and alternatives will be provided at the beginning of each meeting. RT and consultant staff will be present to take agency and public input regarding the scope of the environmental studies, key issues, and other suggested alternatives.

ADDRESSES: Written comments should be sent to Mr. Anthony Palmere, Planning Manager, RT, 1400 29th Street, Sacramento, CA. 95816. Phone: (916) 321-2866. The public scoping meetings will be held at the Nimbus Winery, 12401 Folsom Boulevard, Rancho Cordova (April 7, 1998 from 7:00 until 9:00 p.m.), and at the Energy Commission Building, Hearing Room A, 1516 9th Street, Sacramento (April 8, 1998 from 2:00 until 4:00 p.m.).

FOR FURTHER INFORMATION CONTACT: Robert Hom, Director, Office of Program Development (415) 744-3116.

SUPPLEMENTARY INFORMATION:

I. Description of Project Area and Scope

The FTA, as joint lead agency with the Sacramento RT, will prepare an EIS on a proposal to improve direct transit service within an approximately 23-mile-long corridor generally following U.S. Highway 50 between the Amtrak station in downtown Sacramento and downtown Folsom, California. Studies will build upon previous evaluations of route and mode alternatives and LRT extensions conducted over the past 8 years. RT will perform preliminary engineering for the downtown Sacramento Amtrak station extension,

the Folsom extension, and double-tracking segments, for a single, construction-level Draft EIS/EIR that satisfies both NEPA and CEQA requirements.

II. Project Purpose and Need

The basic project purpose is to improve public transit service in this rapidly growing corridor by providing increased transit capacity and faster, convenient access between downtown Folsom and downtown Sacramento. Associated needs include the following: enhancing regional connectivity through expanded, interconnected LRT services along the primary travel corridors in Sacramento County; accommodating future travel demand by expanding modal options; alleviating growing traffic congestion in the U.S. 50 corridor and on major east-west arterials; alleviating the downtown Sacramento congestion and circulation impacts of increased peak hour traffic; improving regional air quality by reducing auto emissions; improving mobility options to employment, education, medical, and retail centers for corridor residents, in particular low-income, youth, elderly, disabled, and ethnic minority populations; and supporting local economic and land development goals.

III. Alternatives

The No-Build Alternative will consist of all presently programmed, that is, existing and fiscally committed elements of the Region's Transportation Plan for this corridor and nearby areas. These are expected to include HOV lanes on portions of U.S. 50; and RT, Folsom Stage and El Dorado County Transit bus service improvements in the Folsom corridor to meet projected employment growth and transit travel demand.

The TSM Alternative will include low-capital cost bus system enhancements and traffic engineering, signalization, and other modest capital improvements in addition to the programmed projects included in the No-Build Alternative. The bus service enhancements are expected to include RT shuttle buses between the Mather Field light rail station and the employment centers in the White Rock Road, Mather Field, and Sunrise Boulevard areas; new express buses from Folsom and El Dorado County to the White Rock Road, Mather Field Road, and Sunrise Boulevard employment centers and to the Mather Field Road station; and continuation of Folsom Stage and El Dorado County express buses to downtown Sacramento.

The LRT Alternative is the Sacramento Amtrak and Folsom

Corridor LRT Extensions and Double Tracking project. It incorporates extension of the existing LRT tracks from 7th and K streets in downtown Sacramento, to the Amtrak Station in downtown Sacramento; extension of the LRT tracks from the Mather Field station to downtown Folsom; and track relocation and other facility modifications to provide for double-tracking from Amtrak to a point approximately two miles east of Sunrise Boulevard, becoming single track to Iron Point Road and downtown Folsom. LRT stations are included at Sunrise Boulevard, Hazel Avenue, and Iron Point Road, in addition to the downtown Sacramento Amtrak station and a station in downtown Folsom. The LRT Alternative may be constructed in stages, depending on ridership and cost projections to be developed during the studies. Proposed implementation phasing and LRT and bus system operational changes to accommodate the proposed LRT extensions will be described and evaluated in the Draft EIS/EIR. Also, environmental review of four additional stations, at Horn Road, Coloma Road, Kilgore Road, and Silverbrook Drive, will be provided to enable construction of these stations as funding permits. An LRT maintenance facility will be considered in the area between Sunrise Boulevard and the Iron Point Road stations.

The EIS/EIR will address the full range of other alternatives that have been considered in developing the proposed project.

IV. Probable Effects

Impacts proposed for analysis include changes in the physical environment (natural resources, air quality, noise, water quality, geology, visual); changes in the social environment (land use, business and neighborhood disruptions); changes in traffic and pedestrian circulation; impacts on parklands and historic sites; changes in transit service and patronage; associated changes in highway congestion; capital, operating, and maintenance costs; and financial implications. Impacts will be identified both for the construction period and for the long-term operation of the alternatives. The proposed evaluation criteria include transportation, environmental, social, economic, and financial measures as required by current federal (NEPA), and State (CEQA) environmental laws and current Council on Environmental Quality (CEQ) and FTA guidelines.

The TSM and LRT alternatives are expected to increase transit ridership, and therefore may improve air quality and reduce automobile traffic

congestion in the U.S. 50 corridor. Possible adverse environmental effects of these alternatives include localized traffic congestion or delay, property acquisition/ displacement, visual, noise/ vibration, wetlands/natural resources, hazardous materials, and temporary construction-phase impacts. Mitigating measures will be explored for identified adverse effects.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS/EIR should be directed to RT at the address provided above.

Issued on: March 11, 1998.

Leslie Rogers,

Region IX Administrator.

[FR Doc. 98-6688 Filed 3-13-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-98-3337]

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 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 collections of information, 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 May 15, 1998.

ADDRESSES: Direct all written comments to U.S. Department of Transportation Dockets, 400 Seventh Street, S.W., Plaza 401, Washington, D.C. 20590. Docket No. NHTSA-98-3337.

FOR FURTHER INFORMATION CONTACT: Mr. Alan Block, Contracting Officer's Technical Representative, Office of Research and Traffic Records (NTS-31), National Highway Traffic Safety Administration, 400 Seventh Street,

S.W., Room 6240, Washington, D.C. 20590.

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 a 60-day comment period and otherwise consult with members of the public and affected agencies 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 methodology and assumptions used;

(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 compliance with these requirements, NHTSA asks public comment on the following proposed collection of information:

1998 Motor Vehicle Occupant Safety Survey

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—December 31, 1999.

Summary of the Collection of Information—NHTSA proposes to conduct a 1998 Motor Vehicle Occupant Safety Survey by telephone among a national probability sample of 8,000 adults (age 16 and older). Participation by respondents would be voluntary. NHTSA's information needs require seat belt and child safety seat sections too large to merge into a single survey instrument without producing an inordinate burden on respondents. Rather than reduce these sections, the proposed survey instrument would be divided into two series of modules. Each module would be administered to one-half the total number of subjects to

be interviewed. Module Series #1 of the questionnaire would focus on seat belts and include smaller sections on air bags, motorcyclist safety, and general driving (including speed). Module Series #2 would focus on child safety seats, accompanied by smaller sections on bicyclist safety and Emergency Medical Services. Both series would contain sections on crash injury experience, and on drinking and driving because of the extensive impact of alcohol on the highway safety problem. Some basic seat belt questions contained in Module Series #1 would be duplicated on Module Series #2.

In conducting the proposed survey, the interviewers would use computer-assisted telephone interviewing to reduce interview length and minimize recording errors. A Spanish-language translation and bilingual interviewers would be used to minimize language barriers to participation. The proposed survey would be anonymous and confidential.

Description of the Need for the Information and Proposed Use of the Information—The National Highway Traffic Safety Administration (NHTSA) was established to reduce the mounting number of deaths, injuries and economic losses resulting from motor vehicle crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle standards and traffic safety programs.

During the late 1960s and early 1970s, more than 50,000 persons were killed each year in motor vehicle crashes in the United States. Diverse approaches were taken to address the problem. Vehicle safety designs and features were improved; restraint devices were improved; safety behaviors were mandated in state legislation (including seat belt use, child safety seat use, and motorcycle helmet use); alcohol-related legislation was enacted; this legislation was enforced; public information and education activities were widely implemented; and roadways were improved.

As a result of these interventions and improvements, crash fatalities dropped significantly. By 1996, total fatalities had fallen to 41,907, representing an 18% decline from 1966. In addition, the resident population and the number of vehicle miles traveled increased greatly over the past 30 years. When fatality rates are computed per 100,000 population, the rate for 1996 (15.80) was about 40 percent lower than the 1966 rate (26.02). In sum, heightened highway safety activity conducted over the past three decades corresponds with