

particular request, and whether this is a complete project or part of a larger project.

10. Amount of Federal FBD Discretionary Funds Requested—The total cost for the proposed work should be shown along with the requested amount of FBD funding (this should reflect that the maximum Federal share for this program is 80 percent). A State's willingness to accept partial funding should be indicated.

11. 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.

12. Previous FBD Discretionary Funding—Indicate the amount and fiscal year of any previous FBD discretionary funds received for this project, terminals or ferry boats operating on this route or transit system.

13. Future Funding Needs—Indicate the estimated future funding needs for the project or facility, if known. Also, provide estimated time schedules for implementing future projects. This information will be used to identify funding commitments beyond the presently proposed project and in outlying years.

14. Talking Points Briefing—Each State's request for ferry boat discretionary funds must be accompanied by a talking points paper for use by the Office of the Secretary for the congressional notification process should a project be selected for funding. A sample paper is included in these Guidelines.

15. Project Area Map—A readable location/vicinity map showing the ferry route and terminal connections is helpful if available.

State Transportation Agency Responsibilities

1. Coordinate with State and local agencies within the State to develop viable candidate projects.

2. Ensure that the applications for candidate projects meet the submission requirements outlined above.

3. Establish priorities for their candidate projects if desired.

4. Submit the applications to the local FHWA division office on time so that the submission deadline can be met.

FHWA Division Office Responsibilities

1. Provide the solicitation memorandum and this program information to the State transportation agency.

2. Request candidate projects be submitted by the State to the FHWA division office to meet the submission deadline established in the solicitation.

3. Review all candidate applications submitted by the State prior to sending them to FHWA Headquarters to ensure that they are eligible, complete and meet the submission requirements.

4. Submit the candidate applications to FHWA Headquarters by the established submission deadline.

FHWA Headquarters Program Office Responsibilities

1. Solicit candidates from the States through annual solicitation memorandum.

2. Review candidate project submissions and compile program and project information for preparation of allocation plan.

3. Submit allocation plan to the Office of the Federal Highway Administrator for use in making final project selections.

4. Allocate funds for the selected projects.

FHWA Headquarters Program Office Contact

Jack Wasley, Highway Engineer, Office of Program Administration, Phone: (202) 366-4658, Fax: (202) 366-3988, E-mail: jack.wasley@fhwa.dot.gov

Sample Talking Points Briefing for Secretary

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.

Ferry Boat (FBD) Discretionary Funds

Grantee: State Transportation Agency <List full name>.

Project: Nouthport to Fort Bischer Ferry—purchase of a ferry boat, construction of necessary docking facilities, and approach work. <short name/description of project>.

FHWA Funds: \$1,500,000. <requested FBD funds>.

- This project is needed to replace the MV Good Times which is currently running at the Nouthport Operation. This operation provides service across the Little Pike River <add name of the body of water> and is a link between SR 21 and U.S. 52. <add the name of roads/ or public transit>.

- This project is part of Nouthport's \$12 million waterfront development project. <add name of larger

undertaking—note FBD projects are stand alone and its overall cost is separate but it may also be an element of a much larger undertaking>.

- The project will be advertised for construction in June/2001 <month/year> and is scheduled for completion in February/2002 <month/year>.

- This high speed ferry boat will incorporate the latest technology to eliminate backwash and beach erosion. <If there is anything innovative about the project be sure and mention in layman's terms>.

- The project is part of the State's ferry boat program. Annually the State spends \$19 million to operate seven ferry routes, and receives an average of \$1.5 million annually in tolls from three of these routes.

[FR Doc. 99-10379 Filed 4-23-99; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 99-5541; Notice 1]

Vectrix Corporation, Receipt of Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 123

Vectrix Corporation of New Bedford, Massachusetts, has applied for a temporary exemption of two years from a requirement of S5.2.1 (Table 1) of Federal Motor Vehicle Safety Standard No. 123 *Motorcycle Controls and Displays*. The basis of the request is that "the exemption would make the development or field evaluation of a low-emission vehicle easier and would not unreasonably lower the safety level of that vehicle," 49 U.S.C. Sec. 30113(b)(3)(B)(iii).

This notice of receipt of an application is published in accordance with the requirements of 49 U.S.C. 30113(b)(2) and does not represent any judgment of the agency on the merits of the application.

According to the application, the Vectrix Electric Scooter is "powered exclusively by an electric motor which draws current from ten 12-volt lead-acid batteries wired in series," and is a "low-emission vehicle" within the meaning of the statute.

If a motorcycle is produced with rear wheel brakes, S5.2.1 of Standard No. 123 requires that the brakes be operable through the right foot control, though the left handlebar is permissible for motor driven cycles (Item 11, Table 1). Vectrix would like to use the left handlebar as the control for the rear

brakes of its Electric Scooter whose "peak motor output of 26 horsepower" produces more than the 5 hp maximum that separates motor driven cycles from motorcycles. The Electric Scooter can attain speeds up to 60 mph. The gear ratio of the vehicle is fixed, and "there is no need for the rider to shift gears, as on a standard motorcycle." Because of this, the Electric Scooter "is equipped with neither a clutch nor a clutch lever, and the left hand of the rider is free to operate a brake lever." Vectrix states that it prefers this design, given its focus on European and Asian markets "where rear brake controls for scooters of all horsepower ratings are typically mounted on the left handlebar."

Vectrix argues that a left handlebar rear-brake control "will not 'unreasonably degrade the safety of the vehicle,' compared to a fully compliant vehicle equipped with a right foot, rear brake pedal." It believes that "vehicle safety might be somewhat enhanced with the left hand brake lever, as the hand (bare or gloved) is generally more capable of sensitive modulation of the braking force than the foot." It also argues that the prevalence of this design in other countries attests to the fact that this type of vehicle "can be operated safely."

Vectrix intends to field test "a small fleet" of Electric Scooters, to assess "any weaknesses in the design before production begins in summer, 1999." Requiring it to redesign the Electric Scooter to incorporate a rear brake foot pedal would delay the road test program by six months. While an exemption is in effect, Vectrix would consider whether the U.S. scooter market offered sufficient sales potential to justify creation of a U.S.-specific design incorporating a right foot brake pedal. Alternatively, it might petition NHTSA for rulemaking to "allow the rear brake to be operated by a lever mounted on the left handlebar for all motorcycles designed without a clutch."

The applicant anticipates sales of 600 Electric Scooters while an exemption is in effect. It believes that an exemption would be in the public interest and consistent with the objectives of traffic safety "because it would maintain an acceptable level of safety while accelerating the advancement of an important new class of vehicles for use by consumers and businesses."

Interested persons are invited to submit comments on the application described above. Comments should refer to the docket number and the notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC

20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the comment closing date indicated below will be considered, and will be available for examination in the docket at the above address both before and after that date. The Docket Room is open from 10:00 a.m. until 5:00 p.m. To the extent possible, comments filed after the closing date will also be considered.

Notice of final action on the application will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: May 26, 1999. (49 U.S.C. 30113; delegations of authority at 49 CFR 1.50. and 501.8)

Issued on April 16, 1999.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 99-10315 Filed 4-23-99; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33739]

Illinois Central Railroad Company— Trackage Rights Exemption—Indiana Harbor Belt Railroad Company

Indiana Harbor Belt Railroad Company (IHB) has agreed to grant overhead trackage rights to Illinois Central Railroad Company (IC) over IHB's trackage from milepost 33.9, in Broadview, IL, to milepost 39.3, in Franklin Park, IL, a total distance of 5.4 miles.

The parties report that they intend to consummate the transaction as of April 30, 1999. The earliest the transaction can be consummated is April 21, 1999, the effective date of the exemption (7 days after the exemption was filed).

The purpose of the trackage rights is to facilitate economical and efficient operation of IC's overhead traffic through Broadview and Franklin Park.

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. 33739, 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 pleading must be served on Cynthia A. Bergmann, Esq., Illinois Central Railroad Company, 455 North Cityfront Plaza Drive, Chicago, IL 60611-5318.

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

Decided: April 16, 1999.

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

Vernon A. Williams,
Secretary.

[FR Doc. 99-10415 Filed 4-23-99; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

April 19, 1999.

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, Pub. L. 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 May 26, 1999 to be assured of consideration.

Bureau of Alcohol, Tobacco and Firearms (BATF)

OMB Number: 1512-0129.

Form Number: ATF F 4473 (5300.9)

Part I.

Type of Review: Extension.

Title: Firearms Transaction Record, Part I, Over the Counter.

Description: This form is used to determine the eligibility (under the Gun Control Act) of a person to receive a firearm from a Federal firearms licensee. It is also used to establish the identity of the buyer. The form is also used in law enforcement investigations/inspections to trace firearms.

Respondents: Business or other for-profit.