

project, a final report describing the results of the data linkage process, and the applications of the linked data. The report shall include the following:

- (1) A description of the state/area wide linked crash and injury data,
- (2) A description of the file preparation,
- (3) A description of the linkage, validation processes and results,
- (4) A description of the extent of the documentation and how the documentation will facilitate linkage in subsequent years,
- (5) A discussion of the limitations of the linked data and subsequent applications of these data,
- (6) A description of the applications of linked data implemented for decision-making and results of the decision-making,
- (7) A description of how the data linkage and use of linked data for decision making has been institutionalized for decision-making,
- (8) A description of the documentation created to facilitate repeating of the linkage process and an estimate of how much time is needed to repeat the linkage in subsequent years, and
- (9) A copy of the public-use formats that were successful for incorporating linked data into the decision-making processes for highway safety and injury control.

e. **CODES Linked Database.** The grantee shall deliver to NHTSA after linkage, at the date specified in the Action Plan, the CODES linked databases. NHTSA will use the data to help facilitate the development of data linkage capabilities at the state/area-wide level and to encourage use of the linked data for decision making.

The deliverables will include:

- (1) The database in an electronic media and format acceptable to NHTSA, including all persons, regardless of injury severity (none, fatal, non-fatal), involved in a reported motor vehicle crash for any two calendar years of available data since 1995 and including medical and financial outcome information for those who are linked.
- (2) A copy of the file structure for the linked data file.
- (3) Documentation of the definitions and file structure for each of the data elements contained in the linked data files.
- (4) An analysis of the quality of the linked data and a description of any data bias which may exist based on an analysis of the false positive and false negative linked records.

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 National Highway Traffic Safety Administration's General Provisions for Assistance Agreements, dated July 1995.

Issued: April 26, 1999.

**Patricia Breslin,**

*Director, National Center for Statistics and Analysis, National Highway Traffic Safety Administration.*

[FR Doc. 99-10851 Filed 4-29-99; 8:45 am]

BILLING CODE 4910-59-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33735]

#### **Great Western Railway of Colorado, L.L.C.—Acquisition Exemption—The Burlington Northern and Santa Fe Railway Company**

Great Western Railway of Colorado, L.L.C. (GWR), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire approximately 6.12 miles of rail lines owned by The Burlington Northern and Santa Fe Railway Company (BNSF) located: (1) between milepost 76.5 and milepost 75.48, near Riverside Avenue in Fort Collins, CO; (2) between milepost 74.57, near Linden Street, and milepost 74.3, at Willow Street, in Fort Collins; (3) all of the tracks, except Track No. 398, in BNSF's North Yard, in Fort Collins; (4) BNSF's Black Hollow Line located between BNSF's main line at milepost 77.36 and the end of the Black Hollow Line at milepost 79.53 near Fort Collins; and (5) BNSF's Busch Spur located between milepost 78.8 and milepost 79.9 in Busch, CO.<sup>1</sup> GWR will operate the property.

In conjunction with the acquisition of these rail lines, GWR will acquire approximately 7.1 miles of incidental overhead trackage rights over BNSF's rail line between milepost 74.5, in Fort Collins, and milepost 80.2, near Busch, and over Track No. 398, in BNSF's North Yard, in Fort Collins. GWR will also acquire by assignment from BNSF approximately .91 miles of overhead trackage rights over the Union Pacific Railroad Company's rail line located between Mullberry Street and Linden Street, in Fort Collins.

The earliest the transaction could be consummated was April 16, 1999, the effective date of the exemption (7 days after the exemption was filed).

<sup>1</sup> GWR certifies that its annual revenue will not exceed those that would qualify it as a Class III rail carrier and that its annual revenues are not projected to exceed \$5 million.

If this notice 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. 33735 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 Karl Morell, BALL JANIK LLP, Suite 225, 1455 F Street, NW, Washington, DC 20005.

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

Decided: April 20, 1999.

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

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. 99-10775 Filed 4-29-99; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33738]

#### **Rock & Rail, Inc.—Acquisition and Operation Exemption—The Burlington Northern and Santa Fe Railway Company**

Rock & Rail, Inc. (R&R), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire The Burlington Northern and Santa Fe Railway Company's (BNSF) ownership interest in, and to acquire from BNSF a permanent and exclusive rail freight easement to operate over, and thus to operate, approximately 41.31 miles of rail line in Pueblo and Canon City, CO. The lines or rights intended to be acquired by R&R are as follows: (1) From milepost 160.30 in Canon City extending westerly for a distance of approximately 252 feet in Fremont County, CO; (2) from milepost 160.80 in Canon City extending easterly approximately 256 feet to serve the power plant at or near Canon City, in Fremont County, CO; (3) BNSF's trackage rights over Union Pacific Railroad Company's (UP) rail line between milepost 160.30 in Canon City and milepost 120.73 in Pueblo, a distance of 39.57 miles in Fremont and Pueblo Counties, CO; and (4) all of BNSF's connecting sidings, spurs, sidetracks and yard, industrial, team and switching tracks that are owned or

leased by BNSF between the end of BNSF's track, approximately 252 feet west of milepost 160.30 in Canon City, and the connection between BNSF's line and UP's line at milepost 120.73 in Pueblo. In addition, BNSF will grant R&R incidental trackage rights over BNSF's rail line extending easterly from the connection between BNSF's line and UP's line at milepost 120.73 in Pueblo and approximately 2,243 feet over Track No. 254, approximately 2,240 feet over Track No. 256, and approximately 4,200 feet over BNSF's main line track to milepost 619.75, for the purpose of interchanging with BNSF in Pueblo, for a total distance of approximately 1.64 miles in Pueblo County, CO.<sup>1</sup>

The transaction was scheduled to be consummated on or after April 14, 1999. R&R has subsequently advised the Board that the transaction has been consummated and that R&R will shortly commence operations on the Canon City-Pueblo Line.<sup>2</sup>

The purpose of the transaction is to permit R&R, rather than BNSF, to serve the shippers at Canon City, Florence, and Portland, and to conduct overhead operations between Canon City and Pueblo.

If this notice 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 does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33738, 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 Fritz R. Kahn, Suite 750 West, 1100 New York

Avenue, NW, Washington, DC 20005-3934.

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

Decided: April 26, 1999.

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

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. 99-10852 Filed 4-29-99; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

April 26, 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 June 1, 1999 to be assured of consideration.

### Financial Crimes Enforcement Network (FinCEN)

*OMB Number:* 1506-0012.

*Form Number:* TD F 90-22.53.

*Type of Review:* Extension.

*Title:* Designation of Exempt Person.

*Description:* Bank and other financial institutions will use the form to exempt certain customers from the requirement to report Treasury a customer's cash transactions exceeding \$10,000.

*Respondents:* Business or other for-profit, Not-for-profit institutions.

*Estimated Number of Respondents/Recordkeepers:* 19,000.

*Estimated Burden Hours Per Respondent/Recordkeeper:* 1 hour, 10 minutes.

*Frequency of Response:* On occasion.

*Estimated Total Reporting/Recordkeeping Burden:* 291,667 hours.

*Clearance Officer:* Lois K. Holland (202) 622-1563, Departmental Offices, Room 2110, 1425 New York Avenue, NW, Washington, DC 20220.

*OMB Reviewer:* Alexander T. Hunt (202) 395-7860, Office of Management and Budget, Room 10202, New

Executive Office Building, Washington, DC 20503.

**Lois K. Holland,**

*Departmental Reports Management Officer.*

[FR Doc. 99-10844 Filed 4-29-99; 8:45 am]

BILLING CODE 4810-31-P

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

April 22, 1999.

The Department of the 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 June 1, 1999 to be assured of consideration.

### Internal Revenue Service (IRS)

*OMB Number:* 1545-0723.

*Regulation Project Number:* LR-115-72 Final.

*Type of Review:* Extension.

*Title:* Manufacturers Excise Taxes on Sporting Goods and Firearms and Other Administrative Provisions of Special Application to Manufacturers and Retailers Excise Taxes.

*Description:* Chapters 31 and 32 of the Internal Revenue Code impose excise taxes on the sale or use of certain articles. Section 6416 allows a credit or refund of the tax to manufacturers in certain cases. Sections 6420, 6421, and 6427 allow credits or refunds of the tax to certain users of the articles.

*Respondents:* Business or other for-profit, Individuals or households, Not-for-profit institutions, Farms, State, Local or Tribal Government.

*Estimated Number of Respondents/Recordkeepers:* 1,500,000.

*Estimated Burden Hours Per Respondent/Recordkeeper:* 19 minutes.

*Frequency of Response:* On occasion.

*Estimated Total Reporting/Recordkeeping Burden:* 475,000 hours.

*OMB Number:* 1545-0803.

*Form Number:* IRS Form 5074.

*Type of Review:* Extension.

*Title:* Allocation of Individual Income Tax to Guam or the Commonwealth of Northern Mariana Islands (CNMI).

*Description:* Form 5074 is used by U.S. citizens or residents as an

<sup>1</sup> R&R certifies that its annual revenue will not exceed those that would qualify it as a Class III rail carrier and that its annual revenues are not projected to exceed \$5 million.

<sup>2</sup> On April 14, 1999, UP submitted a letter stating that it was not objecting to the requested exemption because it is permissive in nature and would not give BNSF the ability to transfer rights that it has no legal right to transfer. UP went on to assert that BNSF's trackage rights between milepost 147.01, near Portland, CO, and milepost 160.30, near Canon City, are not assignable by BNSF without UP's consent and that UP's consent has neither been sought nor granted. UP also asserted that, while there is a small power plant at Canon City, neither BNSF's solely owned track nor its trackage rights over UP in the vicinity of Canon City actually reach the power plant. UP thus disputes that R&R would have a right to serve the power plant.

In issuing this notice, the Board is making no ruling on the contractual rights of the parties. Therefore, by invoking the class exemption, R&R has the right to perform common carrier service to the extent that it has or obtains the property rights to enable it to carry out the service.