

location of residences and workplaces, and unique travel issues of the elderly are reflected in changes in local and long-distance travel. In conducting the survey, the interviewers will use computer-assisted telephone interviewing (CATI) to reduce survey length and minimize recording errors. The FHWA and its survey contractors will ensure that personal identifying information is not included in the final data and that the survey results will be used for statistical purposes only. This survey will be coordinated with the American Travel Survey (ATS), conducted by the Bureau of Transportation Statistics, which collects data on longer trips of approximately 50 miles or more over a one-month period. The data collected in the NPTS and the ATS will allow transportation professionals at the Federal, state and metropolitan levels to make informed decisions about policies and plans.

Respondents: The household is the unit of observation, and approximately 25,000 households will complete the survey. Participation in the survey is voluntary. The survey households will be selected randomly by phone number. On the first call, certain basic information about the household is collected. During this initial contact, a specific date is assigned and travel diaries are sent for each household member to record a few items of information for every trip they take on that date. The day after the specified date, the second contact is made with the household to collect information recorded in their travel diaries. For children, an adult household member will be asked to report their travel. The household will be asked to provide the odometer reading of each household vehicle at the time of the interview. A third contact, about two months later, will be made to collect another odometer reading on each household vehicle.

Estimated Average Burden Per Response: The estimated burden per household averages 70 minutes, which includes interviewing an average of 2.6 persons per household. The burden per person averages 20 minutes for the interview and another 7 minutes for keeping the diary and writing the odometer readings.

Estimated Total Annual Burden: The estimated total annual burden hours is 29,250.

Frequency: The survey has been conducted by the DOT periodically since 1969. At the time of the most recent survey in 1995, it was decided that the survey would be conducted again in the year 2000. The NPTS 2000 will be conducted after June 2000 so as

not to interfere with the scheduled Decennial Census.

Public Comments Invited: Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the FHWA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB's clearance of this information collection.

Electronic Availability: An electronic copy of this document may be downloaded using a modem and suitable communications software from the **Federal Register** electronic bulletin board service (telephone number: 202-512-1661). Internet users may reach the **Federal Register's** WWW site at http://www.access.gpo.gov/su_docs.

Authority: 23 U.S.C. 307; 49 CFR 1.48.

Issued on: May 14, 1999.

Michael J. Vecchietti,

Director, Office of Information and Management Services.

[FR Doc. 99-12823 Filed 5-20-99; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33724]

CSX Transportation, Inc.—Trackage Rights Exemption—Consolidated Rail Corp.

Consolidated Rail Corporation (Conrail) has agreed to grant overhead trackage rights to CSX Transportation, Inc. (CSXT), over main line trackage of Conrail between the connection of the parties at Town Tower, Hagerstown, MD, at or near milepost CR-73.7 to the Conrail connection at CP Ship, at or near milepost CR-40.1, including necessary head and tail room, and thence to the connection point between the parties at Lurgan, PA, at or near milepost CR-42.2. These trackage rights include the right for CSXT to enter or exit the trackage at the connection of the parties at Chambers 5 Industrial Park, Chambersburg, PA, at or near milepost CR-53.0, including sufficient operating head room for CSXT trains to access the Industrial Park. The total distance of the trackage rights is 35.7 miles in

Washington County, MD, and Franklin County, PA.¹

The purpose of the trackage rights is to allow CSXT to reroute all traffic currently moving over its own line through downtown Chambersburg and, therefore, eliminate a number of at-grade crossings and improve safety in Chambersburg.² However, before these trackage rights can be implemented by CSXT, Conrail must make over \$8 million in rail and signal improvements on its line that will allow for faster and more efficient operations. Accordingly, consummation will not occur until these improvements are made. The earliest the transaction could have been consummated was May 10, 1999, the effective date of the exemption (7 days after the exemption was filed.)

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. 33724, 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

¹ The line in question will be allocated to Pennsylvania Lines, LLC, and operated by Norfolk Southern Railway Company (NSR) upon the division of Conrail's assets between CSXT and NSR pursuant to *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail, Inc. and Consolidated Rail Corporation*, STB Finance Docket No. 33388 (STB served July 23, 1998). Accordingly, NSR has participated in the negotiations for these trackage rights and has agreed to its terms.

² This proceeding is related to *CSX Transportation, Inc.—Abandonment Exemption—in Franklin County, PA*, STB Docket No. AB-55 (Sub-No. 568X) (STB served Mar. 9, 1999), in which the Board exempted under 49 U.S.C. 10502 from prior approval requirements of 49 U.S.C. 10903 the abandonment by CSXT of its rail line between 4th Street and Commerce Street in Chambersburg, subject to public use, trail use, and standard employee protective conditions. Subsequent to the March 9 decision, an offer of financial assistance was filed by Frederick A. Fox, Kaye A. Fox, Frederick Armstrong Fox and Karla M. Fox (the offerors). CSXT has agreed to sell the line between Main Street and South Street to the offerors once the trackage rights involved in this proceeding have been implemented. By decision served May 7, 1999, the acquisition was authorized.

pleading must be served on Charles M. Rosenberger, CSX Transportation, Inc., 500 Water Street (J150), Jacksonville, FL 32202.

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

Decided: May 14, 1999.

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

Vernon A. Williams,
Secretary.

[FR Doc. 99-12872 Filed 5-20-99; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-55 (Sub-No. 574X)]

CSX Transportation, Inc.— Abandonment Exemption—in Harlan County, KY

CSX Transportation, Inc. (CSXT) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon an approximately 1.05-mile line of its railroad between milepost OYC-250.40 at Evarts and milepost OYC-251.45 at Woods, in Harlan County, KY. The line traverses United States Postal Service Zip Code 40828.

CSXT has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be

effective on June 20, 1999, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR

1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by June 1, 1999. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by June 10, 1999, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: Charles M. Rosenberger, Senior Counsel, CSX Transportation, Inc., 500 Water Street J150, Jacksonville, FL 32202. If the verified notice contains false or misleading information, the exemption is void *ab initio*.

CSXT has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by May 26, 1999. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1545. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), CSXT shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by CSXT's filing of a notice of consummation by May 21, 2000, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

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

Decided: May 14, 1999.

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 49 CFR 1002.2(f)(25).

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

Vernon A. Williams,
Secretary.

[FR Doc. 99-12782 Filed 5-20-99; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

[Docket No. BTS-99-5696]

Request for Reinstatement of an Expired Information Collection: American Travel Survey

AGENCY: Bureau of Transportation Statistics (BTS), DOT.

ACTION: Notice and request for comments.

SUMMARY: The American Travel Survey (ATS) provides information on the travel patterns of the American public and how travel is changing over time. In accordance with the requirements of the Paperwork Reduction Act of 1995, BTS intends to request clearance from the Office of Management Budget (OMB) for this information collection.

DATES: Comments must be submitted by July 20, 1999.

ADDRESSES: All signed, written comments should refer to the docket number that appears in the heading of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 10:00 a.m. to 5:00 p.m., E.T., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Ms. Heather Contrino, MacroSys Research and Technology for the Bureau of Transportation Statistics, phone: (202) 366-6584, fax: (202) 366-3640, heather.contrino@bts.gov, Office of Statistical Programs and Services, Bureau of Transportation Statistics, 400 7th Street, SW., Washington, DC 20590-0001.

SUPPLEMENTARY INFORMATION:

Title: American Travel Survey (ATS).

OMB Number: 2139-New.

Needs and Uses: Under 49 U.S.C. 111, BTS is authorized to and responsible for collecting data related to the performance of the nation's transportation systems. The American Travel Survey provides data on the interregional flows of passenger travel.