

ongoing review of the vision standard, however, the FHWA must comply with *Rauenhorst v. United States Department of Transportation, Federal Highway Administration*, 95 F.3d 715 (8th Cir. 1996), and grant individual exemptions under standards that are consistent with public safety. Meeting those standards, the 23 veteran drivers in this case have demonstrated to our satisfaction that they can operate a CMV with their current vision as safely in interstate commerce as they have in intrastate commerce. Accordingly, they qualify for an exemption under 49 U.S.C. 31315 and 31136(e).

Hunt also asserts that motor carriers should be given regulatory relief which would allow them to maintain the more stringent vision standard found in 49 CFR 391.41(b)(10) and the right to legally decline the use of a driver with an exemption. Absent that relief, Hunt urges that motor carriers "forced to use a waived or exempted driver" should receive a hold harmless agreement from the FHWA relieving them of liability in case a medically exempted driver has a traffic accident.

The FHWA's physical qualification standards are minimum requirements; thus, carriers already have the right to maintain standards that meet or exceed those established by the agency (49 CFR 390.3(d)). When motor carriers apply higher physical standards than required by the FHWA, however, they must be prepared to justify their requirements if challenged under the Americans with Disabilities Act, Pub.L. 101-336, 104 Stat. 327, or any other law. In short, a motor carrier has a legal obligation not to discriminate on the basis of a disability, and the FHWA cannot relieve a carrier of that obligation.

## Conclusion

After considering the comment to the docket and based upon its evaluation of the 23 waiver applications in accordance with *Rauenhorst v. United States Department of Transportation, Federal Highway Administration*, *supra*, the FHWA exempts Gary R. Andersen, Joe F. Arnold, Jack E. Atkinson, Gary A. Barrett, Ivan L. Beal, Johnny A. Beutler, Richard D. Carlson, David John Collier, Tomie L. Estes, Jay E. Finney, Britt D. Hazelwood, Jerome R. Jessen, Chad M. Kallhoff, Loras G. Knebel, Rodney D. Lemburg, Dexter L. Myhre, James H. Oppliger, Stephanie D. Randels, Duane L. Riendeau, Darrell Rohlf, Marvin L. Swillie, Larry Waldner, and Ronald Watt from the vision requirement in 49 CFR 391.41(b)(10), subject to the following conditions: (1) That each individual be physically examined every year (a) by an ophthalmologist or

optometrist who attests that the vision in the better eye continues to meet the standard in 49 CFR 391.41(b)(10), and (b) by a medical examiner who attests that the individual is otherwise physically qualified under 49 CFR 391.41; (2) that each individual provide a copy of the ophthalmologist's or optometrist's report to the medical examiner at the time of the annual medical examination; and (3) that each individual provide a copy of the annual medical certification to the employer for retention in its driver qualification file, or keep a copy in his/her driver qualification file if he/she is self-employed. The driver must also have a copy of the certification when driving so it may be presented to a duly authorized Federal, State, or local enforcement official.

In accordance with revised 49 U.S.C. 31315 and 31136(e), each exemption will be valid for 2 years unless revoked earlier by the FHWA. The exemption will be revoked if (1) the person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31315 and 31136. If the exemption is still effective at the end of the 2-year period, the person may apply to the FHWA for a renewal under procedures in effect at that time.

**Authority:** 49 U.S.C. 31315 and 31136; 23 U.S.C. 315; 49 CFR 1.48.

Issued on: March 29, 1999.

**Kenneth R. Wykle,**

*Federal Highway Administrator.*

[FR Doc. 99-8196 Filed 4-2-99; 8:45 am]

BILLING CODE 4910-22-P

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Environmental Impact Statement on the Tampa Bay Regional Rail System in Tampa, Florida

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of intent to prepare an environmental impact statement.

**SUMMARY:** The Federal Transit Administration (FTA) and the Hillsborough Area Regional Transit Authority intend to prepare an Environmental Impact Statement (EIS) for the Tampa Bay Regional Rail project in the City of Tampa and Hillsborough County, Florida. The EIS is being prepared in conformance with the National Environmental Policy Act

(NEPA), and will also address the requirements of other federal and state environmental laws. The FTA will be the lead federal agency. The EIS will address the social, economic, and environmental effects of selected transportation improvements identified in the "Early Action Plan" identified as a result of the Alternatives for Mobility Enhancement Major Investment Study (MIS) which was completed in April of 1998. HART will perform this effort in coordination with the following consulting agencies: the Florida Department of Transportation (FDOT), the Hillsborough County Metropolitan Planning Organization (MPO), Hillsborough County, and the City of Tampa.

The EIS will evaluate selected transportation improvements in the corridors between the central business district in Tampa and three destinations: the University of South Florida to the north, Westshore/Hillsborough Community College to the west, and Port Tampa to the south. The EIS will evaluate the following transportation alternatives: a No Build Alternative, a Transportation System Management (TSM) Alternative, and Rail Transit Alternatives using Diesel Multiple Units. The No Build Alternative will consist of improvements that are existing or committed (i.e., funded). The TSM Alternative will consist of bus improvements and other transportation system management approaches. The Rail Transit Alternative Diesel Multiple Units are self-propelled rail transit cars that do not require electrification of the right-of-way, but can operate on tracks in streets or adjacent to freight rail tracks. In addition, reasonable alternatives suggested during the scoping process will be considered.

Scoping will be accomplished through correspondence with interested persons, organizations, and federal, state and local agencies, as well as through public meetings. See **SUPPLEMENTARY INFORMATION** below for details.

**DATES:** *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered should be sent to HART by May 21, 1999. See **ADDRESSES** below. Three Public Scoping Meetings and one Agency Scoping Meeting will be held on the following dates and times: Agency Scoping—April 13, 1999 at 9:00 to 11:00 a.m.; Public Scoping Meetings—April 13, 19, and 20, 1999 at 4:00 to 7:00 p.m. See **ADDRESSES** below.

**ADDRESSES:** Written comments should be sent to Mr. Steve Carroll, Project Manager, Hillsborough Area Regional

Transit Authority, 201 East Kennedy Boulevard, Suite 1600, Tampa, Florida, 33602. Phone: (813) 223-6831. The scoping meetings will be held at the following locations:

1. April 13, 1999—9:00 a.m. to 11:00 a.m. County Center, 601 E. Kennedy Boulevard 26th Floor, Room A, Downtown Tampa, Florida (located between Kennedy Blvd. and Jackson St., and Morgan St. and Pierce St.)
2. April 13, 1999—4:00 p.m. to 7:00 p.m. Marshall Center at the University of South Florida, 4202 E. Fowler Avenue, USF Campus, Tampa, Florida (located on Fowler Ave. between 30th St. and 56th St.)
3. April 19, 1999—4:00 p.m. to 7:00 p.m. TECO Hall in TECO Plaza, 702 N. Franklin Street, Downtown Tampa, Florida (located between Polk St. and Zack St., and Franklin St. and Tampa St.)
4. April 20, 1999—4:00 p.m. to 7:00 p.m. Port Tampa Library, 4902 Commerce Street, Port Tampa City, Florida (located just south of the apex at Interbay and Westshore Blvd. on Commerce St.)

Directions to meeting sites and information about special accommodation (Spanish translation, signing for hearing impaired, wheelchair access, etc.) is available from Vasti Amaro at HART at 201 East Kennedy Boulevard, Suite 1600, Tampa, Florida 33602, or (813) 254-4278.

**FOR FURTHER INFORMATION CONTACT:** Ms. Elizabeth Martin, Community Planner, Federal Transit Administration Region 4. Phone (404) 562-3500.

#### **SUPPLEMENTARY INFORMATION:**

##### **I. Scoping**

FTA and HART invite interested individuals, organizations, and businesses and federal, state and local agencies to participate in defining the alternatives to be evaluated and identifying any significant social, economic, or environmental issues related to the alternatives. Comments on the appropriateness of the alternatives and impact issues are encouraged. Specific suggestions on additional alternatives to be examined and issues to be addressed are welcomed and will be considered in the development of the final study scope. Comments may be made orally at the meetings or in writing prior to May 21, 1999.

HART staff will be present at the scoping meetings to describe the corridor alternatives, answer any questions, and receive comments. Additional opportunities for public participation will be provided throughout the EIS preparation to

review findings and results and to solicit comments. Interested persons will be notified of project progress through ongoing community information distributed to the project mailing list that will include all scoping participants.

Additional background information on the need for the project, the EIS process, alternatives, and impact issues to be addressed by the EIS is contained in a document entitled "Project Scoping." Copies of the document have been distributed to affected federal, state and local agencies, and interested parties currently on the project mailing list. Others may request the document from HART. See **ADDRESSES** above.

##### **II. Description of Study Area and Project Need**

The study area is located in the City of Tampa and Hillsborough County. It extends approximately 28.5 miles between Downtown Tampa and the University of South Florida (USF) to the north, Hillsborough Area Community College to the west (Westshore), and Port Tampa to the south. Between USF and Port Tampa, approximately 18.5 miles of Diesel Multiple Unit rail transit facilities would generally follow the existing CSX Railroad tracks, which currently have active freight service. Between Downtown and Westshore/Hillsborough Community College, approximately 10 miles of Diesel Multiple Unit rail transit facilities would generally follow the I-275 corridor. The area is currently served by HART bus service, and there is no existing rail rapid transit or commuter service in the study area.

The study area includes and connects the three largest employment/activity centers in the Tampa Bay area: USF, Westshore, and Downtown. Residential areas in between and adjacent to these destinations would also be served. Availability of right-of-way in the study area is constrained, and substantial increases in travel demand will exceed existing and planned capacity of the roadway system. The adopted cost affordable Long Range Transportation Plan for the region calls for a combination of modal improvements, including widening of existing roadways, improvements to the bus system, pedestrian and bicycle facilities enhancement, application of technology to manage demand and improve system efficiencies, and introduction of Diesel Multiple Unit rail transit service.

In response to the study area needs, HART and the Hillsborough County MPO conducted a Major Investment Study in the study area. The results of the Major Investment Study, which was

completed in April 1998, concluded with the selection of a Locally Preferred Strategy including Diesel Multiple Unit rapid rail service between Downtown, USF, Hillsborough Community College/Westshore and Port Tampa, and substantial improvements to bus service. The transit improvements are intended to increase the capacity of the transportation network, improve accessibility and mobility, diversify transportation choices, and help achieve regional air quality goals by providing alternatives to the single-occupant vehicle and the opportunity to reduce vehicle miles traveled.

##### **Alternatives**

The transportation alternatives proposed for consideration in this project area include:

- (1) No-Build Alternative, which involves no change to transportation services or facilities in the Corridor beyond already committed projects;
- (2) A Transportation System Management Alternative which focuses on operational and low to medium cost capital improvements to bus transit routes and services in the project area; and
- (3) Diesel Multiple Unit rail rapid transit alternatives ranging from approximately 18.5 to approximately 28.5 miles of rail generally located parallel to existing CSX railroad corridors from USF through Downtown Tampa to Port Tampa, and the I-275 Corridor through Westshore. Stations would be located to serve potential significant trip generators and in areas where economic development efforts are planned or underway. The locations of stations and resulting impacts will be an important area of consideration during the study.

##### **Potential Impacts for Analysis**

The FTA and HART intend to evaluate significant social, environmental, and economic impacts of the alternatives analyzed in the EIS. Primary factors to be addressed include: land use, economic development, traffic and parking, coordination with ongoing transportation projects, grade crossing safety, noise and vibration, community impacts, environmental justice, historic/archaeological sites, water quality, air quality, contaminated materials and capital and operating costs. Impacts on other factors including aesthetics, parklands, ecosystems, threatened and endangered species, and energy will also be assessed. Other potential impact issues may be added as a result of scoping and agency coordination efforts. Mitigation measures will be identified for significant environmental impacts.

The subjects and level of detail addressed in the EIS will be consistent with the requirements of the joint FTA/FHWA environmental regulations (23 CFR 771 and 40 CFR 1500-1508) and other related regulations. The proposed impact assessment and evaluation will take into account both positive and negative effects, direct and indirect impacts, short-term (construction) and long-term impacts, and cumulative effects.

#### FTA Procedures

In accordance with federal transportation planning regulations and environmental procedures (40 CFR Part 1500-1508 and 23 CFR Part 771), the EIS will be prepared to consider reasonable alternatives, assess the potential impacts associated with reasonable alternatives, and provide the public with the opportunity to comment. The EIS will be prepared to address the components of the Locally Preferred Strategy identified in the 1998 Major Investment Study in the corridor between downtown Tampa and the University of South Florida, Hillsborough Community College, and Port Tampa. The Draft EIS will be circulated to solicit public and agency comments on the proposed action. Based on the comments received on the Draft EIS, HART will prepare the Final EIS. Opportunity for public comment will be provided throughout project development process.

Issued On: March 30, 1999.

**Susan E. Schruth,**

*Regional Administrator.*

[FR Doc. 99-8197 Filed 4-2-99; 8:45 am]

BILLING CODE 4910-57-P

## DEPARTMENT OF THE TREASURY

### Office of Thrift Supervision

#### Proposed Agency Information Collection Activities; Comment Request

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to comment on proposed and continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13. Today, the Office of Thrift Supervision within the Department of the Treasury solicits comments on the S&L Holding Company Registration Statement.

**DATES:** Submit written comments on or before June 4, 1999.

**ADDRESSES:** Send comments to Manager, Dissemination Branch, Information Management and Services, Office of Thrift Supervision, 1700 G Street, NW., Washington, DC 20552, Attention 1550-0020. Hand deliver comments to the Public Reference Room, 1700 G Street, NW., lower level, from 9:00 a.m. to 4:00 p.m. on business days; they may be sent by facsimile transmission to FAX Number (202) 906-7755; or they may be sent by e-mail to

public.info@ots.treas.gov. Those commenting by e-mail should include their name and telephone number. Comments over 25 pages in length should be sent to FAX number (202) 906-6956. Comments are available for inspection at 1700 G St. N.W., from 9:00 a.m. until 4:00 p.m. on business days.

Interested persons may also inspect copies of the Form with instructions at 1700 G Street, NW., from 9:00 a.m. until 4:00 p.m. on business days or from PubliFax, OTS' Fax-on-Demand system, at (202) 906-5660.

**FOR FURTHER INFORMATION CONTACT:** Nadine Washington, Supervision, Office of Thrift Supervision, 1700 G Street, NW., Washington, DC 20552, (202) 906-6706.

#### SUPPLEMENTARY INFORMATION:

*Title:* S&L Holding Company Registration Statement.

*OMB Number:* 1550-0020.

*Form Number:* H-(e)\_\_\_\_\_.

*Abstract:* This information is necessary to determine whether a company meets the statutory standards to become a savings and loan holding company.

*Current Actions:* OTS proposes to renew this information collection without revision.

*Type of Review:* Extension.

*Affected Public:* Business or For Profit.

*Estimated Number of Respondents:* 135.

*Estimated Time Per Respondent:* 8 hours.

*Estimated Total Annual Burden Hours:* 1,080 hours.

*Request for Comments:* The OTS will summarize comments submitted in response to this notice or will include these comments in its request for OMB approval. All comments will become a matter of public record. The OTS invites comment on: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of

information; (c) ways to enhance the quality; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Dated: March 29, 1999.

**Celia Winter,**

*Director, Information Management and Services.*

[FR Doc. 99-8323 Filed 4-2-99; 8:45 am]

BILLING CODE 6720-01-P

## DEPARTMENT OF THE TREASURY

### Office of Thrift Supervision

#### Proposed Agency Information Collection Activities; Comment Request

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to comment on proposed and continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13. Today, the Office of Thrift Supervision within the Department of the Treasury solicits comments on the S&L Holding Company Applications.

**DATES:** Submit written comments on or before June 4, 1999.

**ADDRESSES:** Send comments to Manager, Dissemination Branch, Information Management and Services, Office of Thrift Supervision, 1700 G Street, NW., Washington, DC 20552, Attention 1550-0015. Hand deliver comments to the Public Reference Room, 1700 G Street, NW., lower level, from 9:00 a.m. to 4:00 p.m. on business days. Send facsimile transmissions to FAX Number (202) 906-7755; or they may be sent by e-mail to public.info@ots.treas.gov. Those commenting by e-mail should include their name and telephone number. Comments over 25 pages in length should be sent to FAX number (202) 906-6956. Comments are available for inspection at 1700 G Street, N.W., from 9:00 a.m. until 4:00 p.m. on business days.

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