

IV. Probable Effects

The FTA and Metro-North will evaluate all potential significant environmental, social, and economic impacts of the alternatives analyzed in the MIS/DEIS. Environmental and social impacts proposed for analysis include: land use, secondary development, community disruption, displacements and relocations, traffic and parking, visual, noise and vibration, safety, aesthetics, stormwater management, archaeological, historic, cultural and ecological resources and wildlife corridors. Impacts on natural areas, rare and endangered species, air and water quality, groundwater, and potentially contaminated sites will also be studied. The impacts will be evaluated both for the construction period and for the long-term period of operation of each alternative. Measures to mitigate adverse impacts will be identified.

V. FTA Procedures

The DEIS will be prepared in conjunction with a major transportation investment study and document the results of that study, including an evaluation of the potential social, economic and environmental impacts of the alternatives. Upon completion of the MIS/DEIS, and on the basis of the comments received, Metro-North, in concert with other affected agencies, will select a locally preferred alternative. The MIS/DEIS will be made available for public review and comment and a public hearing will be held during the MIS/DEIS comment period.

On the basis of the MIS/DEIS and comments received, Metro-North and FTA will continue with the preparation of the Final MIS/DEIS. Opportunity for additional public comment will be provided throughout all phases of project development.

Issued on: June 3, 1999.

Letitia Thompson,

Regional Administrator, TRO-II, Federal Transit Administration.

[FR Doc. 99-14483 Filed 6-7-99; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-99-5792]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD) intentions to request approval for three years of an existing information collection entitled, "46 CFR Part 298—Title XI Obligation Guarantees."

DATES: Comments should be submitted on or before August 9, 1999.

FOR FURTHER INFORMATION CONTACT: Daniel Ladd, Financial Analyst, Office of Ship Financing, Maritime Administration, 400 Seventh Street, SW, Room 8122, Washington, D.C. 20590, telephone number—202-366-5744. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: 46 CFR Part 298—Title XI Obligation Guarantees

Type of Request: Approval of an existing information collection

OMB Control Number: 2133-0018

Form Number: MA-163, MA-163A

Expiration Date of Approval: Three years from the date of approval

Summary of Collection of Information: In accordance with the Merchant Marine Act, 1936 (Act), MARAD is authorized to execute a full faith and credit guarantee by the United States of debt obligations issued to finance or refinance the construction or reconstruction of vessels.

Need and Use of the Information: The information collected is necessary for MARAD officials to evaluate an applicant's project and capabilities, make the required determinations, and administer any agreements executed upon approval of loan guarantees.

Description of Respondents: Individuals/businesses interested in obtaining loan guarantees for construction or reconstruction of vessels satisfying criteria under the Act.

Annual Responses: 25 responses.

Annual Burden: 1750 hours.

Comments: Comments should refer to the docket number that appears at the top of this document. Written comments may be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW, Washington, D.C. 20590. Comments may also be submitted by electronic means via the Internet at <http://dmses.dot.gov/submit>. Specifically, address whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance quality, utility, and clarity of the information to be collected. All comments received will be available for examination at the

above address between 10 a.m. and 5 p.m., et. Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

By Order of the Maritime Administrator.

Dated: June 3, 1999.

Joel C. Richard,

Secretary.

[FR Doc. 99-14504 Filed 6-7-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-556 (Sub-No. 2X)]

Railroad Ventures, Inc.—Abandonment Exemption—Between Youngstown, OH, and Darlington, PA, in Mahoning and Columbiana Counties, OH, and Beaver County, PA [STB Docket No. AB-555 (Sub-No. 2X)]; The Ohio & Pennsylvania Railroad Company—Adverse Discontinuance of Service Exemption—Between Youngstown, OH, and Darlington, PA, in Mahoning and Columbiana Counties, OH, and Beaver County, PA

On May 19, 1999, Railroad Ventures, Inc. (RVI), filed a petition under 49 U.S.C. 10502 for an exemption from the provisions of 49 U.S.C. 10903 for RVI to abandon 35.7 miles of railroad line from milepost 0.0 at Youngstown, OH, to milepost 35.7 at Darlington, PA, and a connecting 1-mile spur near Negley, OH. RVI also petitioned for an exemption under 49 U.S.C. 10502 from the provisions of 49 U.S.C. 10903 for The Ohio & Pennsylvania Railroad Company (OPRC) to receive discontinuance authorization for OPRC's service obligations over the line. OPRC has a lease with RVI to provide service over this line, but has not provided service since shortly after RVI purchased the line in 1996.¹

RVI's acquisition of the subject line, formerly part of the Youngstown & Southern Railroad Company (Y&S), OPRC's lease to operate over the line, and their subsequent attempts to abandon the line and discontinue service have a long and tortuous history.² Most recently, on January 4,

¹ Although the proposed discontinuance is styled as an adverse discontinuance because it was filed by RVI, the owner of the line, instead of by OPRC, the carrier authorized to operate over the line, the interests of the parties are not adverse because OPRC agrees that its lease and service obligations should be discontinued and, in fact, had previously sought on its own behalf a discontinuance exemption, which was rejected.

² See *Railroad Ventures, Inc.—Acquisition and Operation Exemption—Youngstown & Southern*

1999, OPRC filed a notice of exemption under 49 CFR 1152.50 to discontinue service over the line, and RVI filed a notice of exemption to abandon the line. RVI stated in its verified notice of exemption that it should be allowed to abandon the line and either salvage it or permit other interested parties to acquire the line through the offer of financial assistance (OFA) procedures under 49 U.S.C. 10904 and 49 CFR 1152.27. Both notices were rejected because use of the out-of-service class exemption was deemed to be inappropriate for this line in that it would deprive the Board of the opportunity to review the merits of the abandonment and discontinuance. *Railroad Ventures, Inc.—Abandonment Exemption—Between Youngstown, OH, and Darlington, PA, in Mahoning and Columbiana Counties, OH, and Beaver County, PA*, STB Docket No. AB-556 (Sub-No. 1X) *et al.* (STB served Jan. 22, 1999). The rejections were without prejudice to the filing of either a petition for exemption or a formal application, provided that, if a petition for exemption were filed, it must contain sufficient information for the Board to determine what rehabilitation is required to restore service, what the costs of rehabilitation would be, and an accurate estimate of the line's revenue potential.³ Then, if the Board determines that the abandonment of the line is warranted by its economics, RVI's willingness to sell to the line through the OFA procedures might be an acceptable approach for resolving the service issues surrounding the line.

The line traverses U.S. Postal Service ZIP Codes: 44501, 44512, 44452, 44408, 45042, 44455, 44441, and 16115. The line does not contain federally granted rights-of-way. Any documentation in RVI's and OPRC's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set

Railroad Company, STB Finance Docket No. 33385 *et al.* (STB served July 15, 1997), wherein the Board imposed a bi-weekly reporting requirement on RVI in order to monitor the restoration of service and the specific causes of any delays in restoring service.

³ RVI, with OPRC's cooperation, has filed a petition for exemption in response to this requirement. Publication of this notice, however, does not constitute acceptance of RVI's data. The data submitted for projected revenue, maintenance costs, and net liquidation value appear reasonable (although the value of the land may be overstated). Rehabilitation costs were not stated with any certainty. RVI submitted three estimates ranging from approximately \$800,000 to approximately \$4.5 million, but did not explain the discrepancies among them. Also, several rehabilitation items appear questionable (e.g., the need for extensive replacement of cross ties and tie plates, a new bridge, and drainage work at an overpass).

forth in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting exemption proceedings pursuant to 49 U.S.C. 10502(b). Official notice will be taken of the records developed in Docket Nos. AB-556 (Sub-No. 1X) and AB-555 (Sub-No. 1X).⁴ A final decision will be issued by September 3, 1999.⁵

Any OFA under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the exemptions. Each offer must be accompanied by a \$1,000 filing fee. See 49 CFR 1002.2(f)(25).

All interested parties should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than June 28, 1999. Each trail use request must be accompanied by a \$150 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket Nos. AB-556 (Sub-No. 2X) and AB-555 (Sub-No. 2X) and must be sent to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001; and (2) Richard R. Wilson, Vuono & Gray, L.L.C., 2310 Grant Street, Pittsburgh, PA 15219. Comments on the proposed abandonment and discontinuance are due June 28, 1999.

Persons seeking further information concerning abandonment and discontinuance procedures may contact the Board's Office of Public Services at (202) 565-1592 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 565-1545. [TDD for the hearing impaired is available at (202) 565-1695.]

⁴ RVI has asked that the environmental reports filed in the previous proceedings be used here. Because those reports are still current, this request is acceptable. Additionally, RVI has asked to be exempted from the notice requirements of 49 CFR 1152.20 and 1152.21. Because RVI complied with these notice requirements in its previous abandonment request, has served copies of its petition on the parties of record in the previous proceedings, and has stated that it will serve a copy of its petition on any other interested party requesting it, RVI will not be required to republish notice of the proposed abandonment and discontinuance.

⁵ Because the parties and issues in these proceedings are the same, they will be considered on a consolidated basis.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by SEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact SEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

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

Decided: June 2, 1999.

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

Vernon A. Williams,
Secretary.

[FR Doc. 99-14508 Filed 6-7-99; 8:45 am]

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DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

May 27, 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, Public Law 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 July 8, 1999 to be assured of consideration.

U.S. Customs Service (CUS)

OMB Number: 1515-0026.

Form Number: Customs Form 3078.

Type of Review: Extension.

Title: Application for Identification Card.

Description: Customs Form 3078 is used by licensees Cartmen, Lightermen, Warehousemen, brokerage firms, foreign trade zones, container station operators, their employees, and employees requiring access to Customs secure areas to apply for an identification card so that they may legally handle merchandise which is in Customs custody.

Respondents: Business or other for-profit, Individuals or households.