

that improvements be made to the highway system and that public transit be provided.

The alternatives evaluated in the Final EIS include the following:

1. The No-Action alternative served as the baseline for environmental analysis and consists of the existing transit and highway systems and all projects contained in the federally approved Transportation Improvement Program (TIP) for the Denver metropolitan area.

2. The Preferred Alternative generally will use the I-25 right-of-way between Broadway Avenue and Lincoln Avenue, and the I-225 right-of-way between I-25 and Parker Road. There are 19.12 miles of double tracked light rail transit beginning at the existing Broadway Station and ending at Lincoln Avenue on the west side of I-25. Light rail will also be added to the median of I-225, from I-25 to the existing Nine Mile park-n-Ride. Thirteen light rail stations are planned. Improvements to I-25 and I-225 consist of one additional lane in each direction on I-25 from Logan Avenue to I-225, two additional lanes in each direction on I-25 from I-225 to C-470/E-470 and one additional lane in each direction on I-225 from I-25 to Yosemite. This alternative is designed to accommodate future transportation needs and includes improvements to the highway, transportation systems management, and pedestrian and bicycle facilities in the study area.

The FHWA, the FTA, the CDOT and the RTD evaluated all significant social, economic, and environmental impacts of the alternatives. The primary areas of examination included transit ridership, the capital outlays needed to construct the recommended alternative, the cost of operating and maintaining facilities created by the project, and the financial requirements on the funding agencies. Environmental and social impacts evaluated in the analysis included land use and neighborhood impacts, traffic and parking impacts near stations, visual impacts, hazardous material impacts, impacts on cultural and paleontological resources, and noise and vibration impacts. Impacts on natural areas, threatened and endangered species, air and water quality, and groundwater are also covered. Right-of-way impacts are also identified. Impacts were also evaluated both for the construction period and for the long-term period of operation. Measures to mitigate adverse impacts were developed.

In accordance with the Federal Transit Act, as amended, (49 U.S.C. 5301 *et seq.*) and FHWA and FTA policy, the Final EIS was prepared with required engineering design studies

necessary to complete the document. On the basis of the Final EIS and the comments received, a Record of Decision will proceed. (23 U.S.C. 315; 49 U.S.C. 107, 5301 *et seq.*; 49 CFR 1.48 and 1.51)

**James Daves,**

*Division Administrator, Federal Highway Administration, Lakewood, Colorado.*

**Louis F. Mraz Jr.,**

*Regional Administrator, Federal Transit Administration, Region VIII, Denver, Colorado.*

[FR Doc. 99-32984 Filed 12-22-99; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD-1999-6669]

#### 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, "Maritime Administration Service Obligation Compliance Report and Merchant Marine Reserve, U.S. Naval Reserve (USNR), Annual Report."

**DATES:** Comments should be submitted on or before February 22, 2000.

#### FOR FURTHER INFORMATION CONTACT:

Taylor E. Jones, Jr., Director, Office of Maritime Labor, Training and Safety, MAR-250, Room 7302, Maritime Administration, 400 Seventh Street, SW, Washington, DC 20590, telephone number: 202-366-5755 or fax 202-493-2288. Copies of this collection can be obtained from that office.

#### SUPPLEMENTARY INFORMATION:

*Title of Collection:* "Maritime Administration Service Obligation Compliance Report and Merchant Marine Reserve, U.S. Naval Reserve (USNR), Annual Report."

*Type of Request:* Approval of an existing information collection.

*OMB Control Number:* 2133-0509.

*Form Number:* MA-930.

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

*Summary of Collection of Information:* Every student and graduate of the USMMA and subsidized State maritime academy student and graduate incurs a mandatory service obligation in the U.S. merchant marine.

*Need and Use of the Information:* The information collection is necessary to determine if a graduate of the USMMA or subsidized State maritime academy graduate is complying with the requirement to submit annually a form to MARAD. This form is used to determine if a graduate has complied with the terms of the service obligation for that year.

*Description of Respondents:* Every student and graduate of the USMMA and subsidized State maritime academy student incurs a mandatory service obligation in the U.S. merchant marine.

*Annual Responses:* 3000 responses.

*Annual Burden:* 1500 hours.

*Comments:* Signed written comments should refer to the docket number that appears at the top 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. 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>.

Dated: December 20, 1999.

By Order of the Maritime Administrator.

**Joel C. Richard,**  
*Secretary.*

[FR Doc. 99-33352 Filed 12-22-99; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Ex Parte No. 290 (Sub No. 5) (2000-1)]

### Quarterly Rail Cost Adjustment Factor

**AGENCY:** Surface Transportation Board.

**ACTION:** Approval of rail cost adjustment factor.

**SUMMARY:** The Board has approved the first quarter 2000 rail cost adjustment factor (RCAF) and cost index filed by the Association of American Railroads. The first quarter 2000 RCAF (Unadjusted) is 1.043. The first quarter 2000 RCAF (Adjusted) is 0.594. The first quarter 2000 RCAF-5 is 0.581.

**EFFECTIVE DATE:** January 1, 2000.

**FOR FURTHER INFORMATION CONTACT:** H. Jeff Warren, (202) 565-1533. TDD for the hearing impaired: (202) 565-1695.

**SUPPLEMENTARY INFORMATION:**

Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC NEWS & DATA, INC., Suite 210, 1925 K Street, NW, Washington, DC 20423-0001, telephone (202) 289-4357. [Assistance for the hearing impaired is available through TDD services (202) 565-1695.]

This action will not significantly affect either the quality of the human environment or energy conservation.

Pursuant to 5 U.S.C. 605(b), we conclude that our action will not have a significant economic impact on a substantial number of small entities within the meaning of the Regulatory Flexibility Act.

Decided: December 17, 1999.

By the Board, Chairman Morgan, Vice Chairman Clyburn, and Commissioner Burkes.

**Vernon A. Williams,**  
Secretary.

[FR Doc. 99-33337 Filed 12-22-99; 8:45 am]

**BILLING CODE 4915-00-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33817]

#### **Arkansas Short Line Railroads, Inc.—Continuance in Control Exemption—Central Columbiana & Pennsylvania Railway, Inc.; Dardanelle & Russellville Railroad, Inc.; and the Ouachita Railroad**

Arkansas Short Line Railroads Inc. (ASR), has filed a notice of exemption under 49 CFR 1180.2(d)(2) to continue in control of Central Columbiana & Pennsylvania Railway, Inc. (CCPR), upon CCPR's becoming a Class III railroad.<sup>1</sup> This transaction is related to STB Finance Docket No. 33818, *Central Columbiana & Pennsylvania Railway, Inc.—Lease and Operation Exemption—Columbiana County Port Authority*, wherein CCPR seeks to lease and operate 35.7 miles of rail line.<sup>2</sup>

<sup>1</sup> ASR controls Dardanelle & Russellville Railroad, Inc. (D&RR), and the Ouachita Railroad (Ouachita). It is not clear from prior filings with the Interstate Commerce Commission (ICC), the Board's predecessor, that appropriate approval was authorized by the ICC, of the control by ASR of D&RR and Ouachita. Therefore, to ensure that ASR is in compliance with the Board's statutory provisions, exemption for ASR's control of D&RR and Ouachita will also be covered by this notice.

<sup>2</sup> The Board, under 49 U.S.C. 10502, exempted from the prior approval requirements of 49 U.S.C.

ASR states that consummation of the transaction is contingent on the approval and acceptance of the OFA filed by CCPA to acquire the line that CCPR will operate and that CCPR has agreed to commence operations on the line at the earliest possible date after all approvals have been acquired and/or granted. The earliest date that the transaction could have been consummated was November 30, 1999, the effective date of the exemption.<sup>3</sup>

According to ASR, it is the controlling corporate owner of the stock of D&RR and Ouachita and, following consummation of the transactions, it will control, through stock ownership and management, D&RR, Ouachita, and CCPR. ASR states that: the railroads will not connect with one another; the transaction is not part of a series of anticipated transactions that would connect the railroads with each other or any railroad in their corporate family; and the transaction involves only Class III rail carriers. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323-25. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

10903, the abandonment by Railroad Ventures, Inc., of the 35.7-mile line extending from milepost 0.0 at Youngstown, OH, to milepost 35.7 at Darlington, PA, and a connecting 1-mile line segment near Negley, OH, and the discontinuance of service over the line by The Ohio & Pennsylvania Railroad Company (OHPA). See *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. 2X), et al. (STB served Sept. 3, 1999). On November 8, 1999, Columbiana County Port Authority (CCPA) filed an offer of financial assistance (OFA) to purchase the entire line of railroad. This proceeding is currently pending. The OFA does not cover a connecting 3-mile line segment from milepost 0.0 to milepost - 3.0 between Youngstown and Struthers, OH. Portions of this 3-mile segment are apparently owned separately by OHPA, Allied Erecting and Dismantling Company, Inc., and Darlington Pipe Company, Inc./Matteson Equipment. CCPA has a tentative agreement with OHPA concerning the portion of the 3-mile segment that OHPA owns and intends to negotiate with other property owners to obtain the right to operate over their respective portions.

<sup>3</sup> Under 49 CFR 1150.32(b), notices of exemption become effective 7 days after being filed. Here, the effective date is calculated from November 23, 1999, when supplemental information was filed by CCPR.

If the verified 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. 33817, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Richard H. Streeter, 1401 Eye Street, N.W., Suite 500, Washington, DC 20005.

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

Decided: December 16, 1999.

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

**Vernon A. Williams,**  
Secretary.

[FR Doc. 99-33182 Filed 12-22-99; 8:45 am]

**BILLING CODE 4915-00-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33834]

#### **The Burlington Northern and Santa Fe Railway Company—Trackage Rights Exemption—Union Pacific Railroad Company**

Union Pacific Railroad Company (UP) has agreed to grant limited overhead trackage rights to The Burlington Northern and Santa Fe Railway Company between Roseville, CA, in the vicinity of UP's milepost 106.6 (Valley Subdivision), and Binney Junction, CA, in the vicinity of UP's milepost 141.9 (Valley Subdivision).

The transaction is scheduled to be consummated on December 21, 1999.

The purpose of the trackage rights is to facilitate southbound directional train operations between Roseville and Binney Junction.

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