

SUMMARY: In compliance with the Paperwork Reduction Act 1995 (44 USC Chapter 35), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 18, 1996 [FR 61, page 16969].

DATES: Comments must be submitted on or before November 15, 1996.

FOR FURTHER INFORMATION CONTACT: Mr. Peter C. Chandler, Office of Motor Carrier Research and Standards, (202) 366-5763, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Federal Highway Administration (FHWA)

Title: Motor Carrier Identification Report.

Type of Request: Reinstatement, without change, of previous changes to a currently approved information collection.

OMB Control Number: 2125-0544.

Form Number: MCS-150.

Affected Public: Motor Carriers.

Abstract: Section 206 of the Motor Carrier Safety Act of 1984 requires the Secretary of Transportation to establish minimum safety standards for commercial motor vehicle safety. 49 U.S.C. 504 provides the Secretary of Transportation authority to require special reports containing answers to questions asked by the Secretary and to prescribe the form of records. Authority pertaining to commercial motor vehicle safety has been delegated to the FHWA. In order to administer its safety standards, the FHWA needs to possess a database of entities that are subject to the agency's standards. A database necessitates that entities subject to the FHWA's standards notify the agency of their existence. Therefore, 49 CFR 385.21 requires all motor carriers beginning operations to file the Motor Carrier Identification Report, Form MCS-150, within 90 days of beginning operations.

Estimated Annual Burden: The total annual burden is 2,917 hours.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention OST Desk Officer.

Comments are invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and 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.

Issued in Washington, DC, on October 9, 1996.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 96-26514 Filed 10-15-96; 8:45 am]

BILLING CODE 4910-62-P

Federal Highway Administration

Environmental Impact Statement: County of Solano, California

AGENCY: Federal Highway Administration (FHWA). DOT.

ACTION: Amended notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Solano County, California. This notice replaces the one issued on the Federal Register/Volume 49, No. 52/Thursday, March 15, 1984 due to the project scope has been changed.

FOR FURTHER INFORMATION CONTACT: Mr. John R. Schultz, Chief, District Operations, Federal Highway Administration, California Division, 980 9th Street, Suite 400, Sacramento, California 95814-2724, Telephone: (916) 498-5041.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation, will prepare an environmental impact statement (EIS) on a proposal to improve State Route (SR) 37 in Solano County, California. Caltrans proposes to construct a four-lane freeway on SR 37 from the Napa River Bridge to the existing freeway section of SR 37 that begins near Diablo Street. It would be constructed in phases on the existing alignment and partially along the new alignment. To reduce congestion of peak traffic low periods, the project will remove four signalized intersections and a railroad crossing from the inner-regional traffic corridor and eliminate an existing two-lane bottleneck between Sacramento

Street and Enterprise Street. Two interchanges would be constructed, at Wilson/Sacramento Street and at Route 29. The estimated cost of this project ranges from \$75.05 million to \$110.05.

Alternatives under consideration include (1) taking no action and (2) constructing a limited access four-lane highway facility using the existing alignment.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local Agencies, and to private organizations and citizens who have previously expressed or are known to have interest to this proposal. Technical Advisory and Strategic Planning Committee meetings have occurred monthly since 1992, and have been open to the public. A public hearing will be held upon completion of the draft EIS. Public notice will be given of the time and place of all formal meetings and hearings.

To insure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on federal programs and activities apply to this program.)

Issued on: October 8, 1996.

Bradley D. Keazer,

Assistant Division Administrator, Federal Highway Administration.

[FR Doc. 96-26393 Filed 10-15-96; 8:45 am]

BILLING CODE 4910-22-M

Surface Transportation Board

[STB No. MC-F-20901]

Greyhound Lines, Inc.—Continuance in Control—Grupo Centro, Inc.

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice tentatively approving finance transaction.

SUMMARY: Greyhound Lines, Inc. of Dallas, TX (GLI), has filed an application under 49 U.S.C. 14303 to continue in control of its wholly owned subsidiary, Grupo Centro, Inc. (Grupo) upon Grupo's becoming a motor carrier of passengers. Persons wishing to oppose the application must follow the rules under 49 CFR part 1182, subpart

B. The Board has tentatively approved the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action.

DATES: This notice is effective November 30, 1996. Comments are due by November 30, 1996. Applicants may reply by December 16, 1996.

ADDRESSES: Send an original and 10 copies of any comments referring to STB No. MC-F-20901 to: Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, send one copy of comments to applicants' representative: Fritz R. Kahn, Suite 750 West, 1100 New York Avenue, N.W., Washington, DC 20005.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: GLI holds nationwide operating authority in MC-1515 and sub-numbers as a motor common carrier of passengers. GLI also controls the following regional interstate motor carriers of passengers: Texas, New Mexico & Oklahoma Coaches, Inc.; Continental Panhandle Lines, Inc.; and Vermont Transit, Inc.

Grupo has filed an application with the Federal Highway Administration to operate as a motor carrier of passengers over routes between the Mexican border crossing points of San Ysidro and Calexico, CA; Nogales, AZ; and El Paso, Laredo, McAllen, and Brownsville, TX and points elsewhere in the country, including, Bellingham, WA; Denver, CO; Chicago, IL; Atlanta, GA; and Miami, FL.

Grupo is a wholly owned subsidiary of GLI, indirectly controlled through GLI's noncarrier subsidiary, Sistema Internacional de Transporte de Autobuses, Inc. This application will enable GLI to continue in control of Grupo when it becomes an authorized motor carrier of passengers.

Applicants state that aggregate gross operating revenues for GLI and its affiliates have exceeded \$2 million during the 12 months preceding the application. They assert that Grupo was organized to render specialized services designed to accommodate the travel requirements of Hispanic passengers traveling between points of entry along the United States/Mexican border and points in the United States with significant Hispanic populations. Allegedly, Grupo's entry into the market will stimulate competition and improve the quality and adequacy of passenger services available to Hispanic passengers. Additionally, applicants

maintain that the transaction will result in no increase in fixed charges, and that no employees will be adversely affected.

Applicants certify that: (1) GLI and its affiliates hold satisfactory safety ratings, and Grupo is not as yet rated; (2) GLI maintains and Grupo will procure and maintain sufficient liability insurance to meet the established fitness requirements; (3) neither GLI nor Grupo is domiciled in Mexico, and neither is owned or controlled by a citizen of that country; and (4) approval of the transaction will not significantly affect either the quality of the human environment or the conservation of energy resources. Additional information may be obtained from applicants' representative.

Under 49 U.S.C. 14303(b), we must approve and authorize a transaction we find consistent with the public interest, taking into consideration at least: (1) The effect of the transaction on the adequacy of transportation to the public; (2) the total fixed charges that result; and (3) the interest of affected carrier employees.

On the basis of the application filed by applicants, we find that the proposed continuance in control is consistent with the public interest and should be authorized. If any opposing comments are timely filed, this finding will be deemed as having been vacated and a procedural schedule will be adopted to reconsider the application. If no opposing comments are filed by the expiration of the comment period, this decision will take effect automatically and will be the final Board action.

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

It is ordered:

1. This proposed continuance in control is approved and authorized, subject to the filing of opposing comments.

2. If timely opposing comments are filed, the findings made in this decision will be deemed as having been vacated.

3. This decision will be effective November 30, 1996, unless timely opposing comments are filed.

Decided: October 7, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

Vernon A. Williams,
Secretary.

[FR Doc. 96-26333 Filed 10-15-96; 8:45 am]

BILLING CODE 4915-00-P

Release of Waybill Data

The Surface Transportation Board has received a request from Covington & Burling (Union Pacific Corporation) for permission to use certain data from the Board's 1993, 1994, and 1995 Carload Waybill Samples. A copy of the request (WB468-1-10/2/96) may be obtained from the Office of Economics, Environmental Analysis and Administration.

The waybill sample contains confidential railroad and shipper data; therefore, if any parties object to these requests, they should file their objections with the Director of the Board's Office of Economics, Environmental Analysis and Administration within 14 calendar days of the date of this notice. The rules for release of waybill data are codified at 49 CFR 1244.8.

Contact: James A. Nash, (202) 927-6196.

Vernon A. Williams,
Secretary.

[FR Doc. 96-26437 Filed 10-15-96; 8:45 am]

BILLING CODE 4915-00-P

Surface Transportation Board ¹

[STB Finance Docket No. 32908]

Ormet Railroad Corporation— Exemption From 49 U.S.C.; Subtitle IV

AGENCY: Surface Transportation Board.

ACTION: Notice of Exemption.

SUMMARY: Under 49 U.S.C. 10502, the Board has exempted the Ormet Railroad Corporation from the common carrier obligations under 49 U.S.C. Subtitle IV that arise in connection with its acquisition of a line of railroad from Consolidated Rail Corporation. The grant is made subject to the condition that the Board reserves jurisdiction to conduct a full environmental review contemporaneously with any abandonment or discontinuance of service.

DATES: The exemption is effective on November 15, 1996. Petitions to reopen must be filed by November 12, 1996. Petitions to stay must be filed by October 31, 1996.

ADDRESSES: An original and 10 copies of all pleadings referring to STB Finance Docket No. 32908 must be filed with the

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the ICCTA), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10502.