

and local public agencies and authorities for the construction of transit facilities and for other transit activities are Federal actions subject to this NEPA requirement. A method used by FTA for the consideration and documentation of impacts is the Environmental Assessment. The Environmental Assessment evaluates alternatives to the proposed project and describes the probable adverse effects of the proposed project and the alternatives considered, including land use impacts, traffic impacts, noise, residential and business displacements, impacts on parks, wetlands, and historic sites, and other possible impacts. The Environmental Assessment is conducted by the grant applicant, in cooperation with FTA. It allows FTA and the grant applicant, prior to a decision to proceed with the grant, in the case of FTA, or with the project itself, in the case of the transit authority seeking FTA grants funds, to assess the environmental consequences of proposed transit projects and alternative, less costly or less harmful methods for achieving project objectives. The Environmental Assessment also provides opportunities for public involvement and coordination with other interested government agencies. When it is completed, it includes a detailed description of the project alternative for which the grant funds will be provided, a description that includes any measures that have been incorporated into the project to reduce environmental harm and adverse impacts on the surrounding community.

Respondents: State and local government agencies and authorities seeking FTA grants.

Estimated Annual Burden on Respondents: An average of 120 hours for each Environmental Assessment. There are an average of 60 such assessments per year.

Estimated Total Annual Burden: 7,200 hours.

Frequency: Annual.

Issued: August 28, 1997.

Gordon J. Linton,

Administrator.

[FR Doc. 97-23313 Filed 9-2-97; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. 97-2865]

Notice of Request for the Extension of Currently Approved Information Collection

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to extend the following currently approved information collection: Americans with Disabilities Act.

DATES: Comments must be submitted before November 3, 1997.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the United States Department of Transportation, Central Dockets Office, Pub. L. 401, 400 Seventh Street, S.W., Washington, D.C. 20590. All comments received will be available for examination at the above address from 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 postcard/envelope.

FOR FURTHER INFORMATION CONTACT: *Americans with Disabilities Act*—Mr. Arthur Andrew Lopez, Director, Office of Civil Rights, (202) 366-4018.

SUPPLEMENTARY INFORMATION: Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) The necessity and utility of the information collection for the proper performance of the functions of the FTA; (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 approval of this information collection.

Title: Americans with Disabilities Act (OMB Number: 2132-0555).

Background: On July 26, 1990, the President signed into law civil rights legislation entitled, "The Americans with Disabilities Act of 1990" (ADA) (Pub. L. 101-336). It contains sweeping changes for individuals with disabilities

in every major area of American life. One key area of the legislation addresses transportation services provided by public and private entities. Some of the requirements under the ADA are: (1) No transportation entity shall discriminate against an individual with a disability in connection with the provision of transportation service; (2) All new vehicles purchased by public and private entities after August 25, 1990, must be readily accessible to and usable by persons with disabilities, including individuals who use wheelchairs; (3) Public entities that provide fixed route transit must provide complementary paratransit service for persons with disabilities, who are unable to use the fixed route system, that is comparable to the level of service provided to individuals without disabilities; and (4) Transit authorities who are able to substantiate that compliance with all service criteria of the paratransit provisions would cause undue financial burden, may request a temporary time extension in implementing ADA complementary paratransit service.

On September 6, 1991, DOT issued a final rule implementing the transportation provisions of ADA (Title 49 CFR Parts 27, 37 and 38), which includes the requirements for complementary paratransit service by public entities operating a fixed route system and the provision of nondiscriminatory accessible transportation service. The regulation sets forth the changes needed to fulfill the Congressional mandate to substantially improve access to mass transit service for persons with disabilities. Effective January 26, 1997, paratransit plans are no longer required. However, if FTA reasonably believes that an entity may not be complying with all service criteria, FTA may require an annual update to the entity's plan. In addition, all other ADA compliance requirements must still be satisfied. The information collected provides FTA with a basis for monitoring compliance. The public entities, including recipients of FTA funds, are required to provide information during triennial reviews, complaint investigations, resolutions of complaints, and compliance reviews.

Respondents: State and local government, business or other for-profit institutions, non-profit institutions, and small business organizations.

Estimated Annual Burden on

Respondents: 100 hours for each of the 750 respondents.

Estimated Total Annual Burden: 75,000 hours.

Frequency: Annual.

Issued: August 28, 1997.

Gordon J. Linton,

Administrator.

[FR Doc. 97-23314 Filed 9-2-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33443]

RailAmerica, Inc.—Continuance in Control Exemption—St. Croix Valley Railroad Company

RailAmerica, Inc. (RailAmerica) has filed a notice of exemption to continue in control of the St. Croix Valley Railroad Company (SCV), upon SCV's becoming a Class III railroad.

The transaction was expected to be consummated on or after the August 21, 1997 effective date of the exemption.

This transaction is related to STB Finance Docket No. 33442, *St. Croix Valley Railroad Company—Acquisition and Operation Exemption—The Burlington Northern and Santa Fe Railway Company*, wherein SCV seeks to acquire and operate certain rail lines from The Burlington Northern and Santa Fe Railway Company.

RailAmerica directly controls 11 common carrier Class III railroads operating in 9 states: the Cascade and Columbia River Railroad Company; the Delaware Valley Railway Company, Inc.; the Evansville Terminal Company, Inc.; the Gettysburg Railway; the Huron & Eastern Railway Company, Inc.; the Minnesota Northern Railroad, Inc.; the Otter Tail Valley Railroad Company; the Saginaw Valley Railway Company, Inc.; the West Texas & Lubbock Railroad Company, Inc.; the Dakota Rail, Inc.; and the South Central Tennessee Railroad Company.

RailAmerica states that: (i) The rail lines to be operated by SCV do not connect with any railroad in the corporate family; (ii) the transaction is not part of a series of anticipated transactions that would connect SCV with any railroad in the corporate family; and (iii) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption 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.

If the 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. 33443, 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 Gary Laakso, Esq., RailAmerica, Inc., 301 Yamato Road, Suite 1190, Boca Raton, FL 33431.

Decided: August 26, 1997.

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

Vernon A. Williams,
Secretary.

[FR Doc. 97-23349 Filed 9-2-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33442]

St. Croix Valley Railroad Company—Acquisition and Operation Exemption—The Burlington Northern and Santa Fe Railway Company

St. Croix Valley Railroad Company (SCV), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from The Burlington Northern and Santa Fe Railway Company (BNSF) and to operate approximately 33.3 miles of rail line between Hinckley, MN, milepost 74.0, and North Branch, MN, milepost 40.7, and 11.1 miles of rail line between Brook Park, MN, milepost 58.0, and Mora, MN, milepost 46.9. In addition, SCV will acquire incidental overhead trackage rights to operate between Hinckley, MN, milepost 74.0, and Brook Park, MN, milepost 58.0, and over BNSF's yard tracks in its Hinckley yard.

The transaction was expected to be consummated on or after the August 21, 1997 effective date of the exemption.

This transaction is related to STB Finance Docket No. 33443, *RailAmerica, Inc.—Continuance in Control Exemption—St. Croix Valley Railroad Company*, wherein RailAmerica, Inc. has concurrently filed a verified notice to continue in control of SCV upon its becoming a Class III rail carrier.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding 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. 33442, 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 Gary Laakso, Esq., 301 Yamato Road, Suite 1190, Boca Raton, FL 33431.

Decided: August 26, 1997.

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

Vernon A. Williams,
Secretary.

[FR Doc. 97-23350 Filed 9-2-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

U.S. Customs Service

[T.D. 97-74]

Bonds; Approval to Use Authorized Facsimile Signatures and Seal

The use of facsimile signatures and seal on Customs bonds by the following corporate surety has been approved effective this date:

Intercargo Insurance Company
Authorized facsimile signature on file for:
Stanley A. Galanski

The corporate surety has provided the Customs Service with copies of the signatures to be used, a copy of the corporate seal, and a certified copy of the corporate resolution agreeing to be bound by the facsimile signatures and seal. This approval is without prejudice to the surety's right to affix signatures and seal manually.

Dated: August 27, 1997.

Jerry Laderberg,
Chief, Entry Procedures and Carriers Branch.
[FR Doc. 97-23256 Filed 9-2-97; 8:45 am]

BILLING CODE 4820-02-P

DEPARTMENT OF THE TREASURY

Customs Service

Renewal of the Generalized System of Preferences

AGENCY: Customs Service, Treasury.

ACTION: General notice.