

governors' apportionments for small cities.

In light of this fact, section 3033 of the Transportation Equity Act for the 21st Century (TEA-21) (Pub. L. 105-178) calls for the Secretary of Transportation to "conduct a study to determine whether the formula for apportioning funds to urbanized areas * * * accurately reflects the transit needs of the urbanized areas and, if not, whether any changes should be made either to the formula or through some other mechanism to reflect the fact that some urbanized areas with a population between 50,000 and 200,000 have transit systems that carry more passengers per mile or per hour than the average of those transit systems in urbanized areas with a population over 200,000." This report is to be submitted to the House Transportation and Infrastructure Committee and the Senate Banking, Housing, and Urban Affairs Committee by December 31, 1999, and is to contain both the results of this study and any suggested changes to the formula program.

III. Research Questions

The FTA is interested in receiving any comments or suggestions for conducting the study that interested parties might have. In particular, we would like to solicit comment on the following questions:

A. Formula Apportionment Factors

The section 5336 formulas use population and population weighted by population density as factors for both large and small urbanized areas. As described above, the formulas also use transit service factors (route-miles and revenue-vehicle miles) and operating factors (the incentive tier) for urbanized areas over 200,000 in population. Our questions on this topic include—

(1) Are population and population density adequate factors for use in apportioning funds to small urbanized areas? Are there specific reasons why other factors shouldn't be applied to these small cities?

(2) Should service factors also be applied to small urbanized areas in apportioning formula funds? In particular, should bus revenue-vehicle miles be applied to small urbanized areas as well? Should bus passenger miles and operating costs used in the incentive tier be applied to small urbanized areas?

It should be noted that small transit systems face different reporting requirements under the National Transit Database program than do their counterparts in larger systems and cities. For example, transit systems with

fewer than 10 buses are not required to report annual bus revenue-vehicle miles. Passenger-mile data is also collected and reported less frequently for small cities: urbanized areas under 200,000 in population are only required to sample passenger-miles every 5 years, as opposed to every 3 years for areas between 200,000 and 500,000 in population and annually for most cities over 500,000.

B. Other Transit Funding Sources

Section 3033 of TEA-21 directs us to look at both formula changes and "other mechanisms" to reflect the needs of small, transit-intensive cities. For example, other sources of intergovernmental aid are aid available to local transit operators in small urbanized areas in addition to the section 5307 program. Our questions are—

(1) Would examining these other aid sources available to small urbanized areas be a useful and informative exercise?

(2) What other mechanisms besides changing the formula might be practical and useful in order to assist small transit-intensive cities?

Issued on: July 2, 1999.

Gordon J. Linton,
Administrator.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33751]

Grand Trunk Western Railroad Incorporated and The Baltimore and Ohio Chicago Terminal Railroad Company—Joint Relocation Project Exemption—in Harvey, IL

Grand Trunk Western Railroad Incorporated (GTW), a subsidiary of Canadian National Railway Company, and The Baltimore and Ohio Chicago Terminal Railroad Company (B&OCT), a subsidiary of CSX Transportation, Inc., have jointly filed a notice of exemption under 49 CFR 1180.2(d)(5) to enter into a project to relocate lines of railroad in Harvey, IL.¹ The joint relocation project will facilitate more efficient operations and allow for the removal of

¹ A redacted version of a Trackage Rights Agreement and a Supplement to Interlocking Agreement between GTW and B&OCT were filed with the notice of exemption. The full version of the agreements was concurrently filed under seal along with a motion for a protective order. The motion was granted and a protective order was served in this proceeding on June 21, 1999.

unnecessary and duplicative trackage. The transaction was expected to be consummated on or after June 18, 1999, the effective date of the exemption.

GTW connects with the Illinois Central Railroad Company's (IC) main line adjacent to Markham Yard at Harvey. GTW and IC plan to improve their connection by constructing an additional connection within the existing right-of-way. B&OCT has a line parallel to GTW's line adjacent to the yard, crossing it just west of IC's line and running underneath IC's line. In order to construct the additional connection between GTW and IC, a segment of B&OCT's line will need to be removed. The carriers will construct the necessary connections between their lines to permit B&OCT trains to move from B&OCT's line onto GTW's line.

Under the joint project, GTW and B&OCT agree to the following: (1) GTW will grant B&OCT the right to operate, in non-exclusive overhead freight service, its trains and equipment with its own crews over the segment of GTW's railroad lines from GTW milepost 23.7 to milepost 22.5, South Bend Division; (2) GTW will grant B&OCT the right to use the new wye connection between GTW and IC for the purpose of B&OCT's access to IC; (3) B&OCT will abandon its line between mileposts 4.0 and milepost 2.6, Chicago Heights Subdivision, and grant to GTW a perpetual easement to the underlying right-of-way between B&OCT mileposts 3.6 and 3.1 for GTW's construction of a new connection to Markham Yard; (4) GTW will install turnouts and connecting tracks east of the current GTW/B&OCT rail crossing from GTW's south main line west of Vincennes Road, near GTW milepost 23.7, South Bend Division, to the GTW/B&OCT property line, as well as west of the current GTW/B&OCT rail crossing from GTW's north main line west of 150th Street in Harvey, near GTW milepost 22.5, South Bend Division, to the GTW/B&OCT property line; (5) B&OCT will realign its trackage east of the current GTW/B&OCT rail crossing west of Vincennes Road, at or near B&OCT milepost 4.0, Chicago Heights Subdivision, to the GTW/B&OCT property line, and west of the current GTW/B&OCT rail crossing west of 150th Street, at or near B&OCT milepost 2.6, Chicago Heights Subdivision, to the GTW/B&OCT property line.

The Board will exercise jurisdiction over the abandonment or construction components of a relocation project, and require separate approval or exemption, only where the removal of track affects service to shippers or the construction of new track involves expansion into a

new territory. See *City of Detroit v. Canadian National Ry. Co., et al.*, 9 I.C.C.2d 1208 (1993), *aff'd sub nom., Detroit/Wayne County Port Authority v. ICC*, 59 F.3d 1314 (D.C. Cir. 1995). Line relocation projects may embrace trackage rights transactions such as the one involved here. See *D.T.&I.R.—Trackage Rights*, 363 I.C.C. 878 (1981). Under these standards, the incidental abandonment, construction, and trackage rights components require no separate approval or exemption when the relocation project, as here, will not disrupt service to shippers and thus qualifies for the class exemption at 49 CFR 1180.2(d)(5).

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).

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. 33751, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Robert P. vom Eigen, 888 16th Street, NW, Washington, DC 20006; and Charles M. Rosenberger, CSX Transportation, Inc., 500 Water Street, Jacksonville, FL 32202.

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

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

Decided: June 30, 1999.

Vernon A. Williams,

Secretary.

[FR Doc. 99-17182 Filed 7-8-99; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Departmental Offices; Debt Management Advisory Committee Meeting

Notice is hereby given, pursuant to 5 U.S.C. App. § 10(a)(2), that a meeting

will be held at the U.S. Treasury Department, 15th and Pennsylvania Avenue, N.W., Washington, D.C., on August 3, 1999, of the following debt management advisory committee:

The Bond Market Association
Treasury Borrowing Advisory Committee

The agenda for the meeting provides for a technical background briefing by Treasury staff, followed by a charge by the Secretary of the Treasury or his designate that the committee discuss particular issues, and a working session. Following the working session, the committee will present a written report of its recommendations.

The background briefing by Treasury staff will be held at 9:00 a.m. Eastern time and will be open to the public. The remaining sessions and the committee's reporting session will be closed to the public, pursuant to 5 U.S.C. App. § 10(d).

This notice shall constitute my determination, pursuant to the authority placed in heads of departments by 5 U.S.C. App. § 10(d) and vested in me by Treasury Department Order No. 101-05, that the closed portions of the meeting are concerned with information that is exempt from disclosure under 5 U.S.C. § 552b(c)(9)(A). The public interest requires that such meetings be closed to the public because the Treasury Department requires frank and full advice from representatives of the financial community prior to making its final decision on major financing operations. Historically, this advice has been offered by debt management advisory committees established by the several major segments of the financial community. When so utilized, such a committee is recognized to be an advisory committee under 5 U.S.C. App. § 3.

Although the Treasury's final announcement of financing plans may not reflect the recommendations provided in reports of the advisory committee, premature disclosure of the committee's deliberations and reports would be likely to lead to significant financial speculation in the securities market. Thus, these meetings fall within the exemption covered by 5 U.S.C. § 552b(c)(9)(A).

The Office of the Under Secretary for Domestic Finance is responsible for maintaining records of debt management advisory committee meetings and for providing annual reports setting forth a summary of committee activities and such other

matters as may be informative to the public consistent with the policy of 5 U.S.C. § 552b.

Dated: July 2, 1999.

Gary Gensler,

Under Secretary, (Domestic Finance).

[FR Doc. 99-17443 Filed 7-8-99; 8:45 am]

BILLING CODE 4810-25-M

UNITED STATES INFORMATION AGENCY

Culturally Significant Objects Imported for Exhibition Determinations: "Ancient Near Eastern Art"

AGENCY: United States Information Agency.

ACTION: Notice.

SUMMARY: Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985, 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978 (43 FR 13359, March 29, 1978), and Delegation Order No. 85-5 of June 27, 1985 (50 FR 27393, July 2, 1985). I hereby determine that the objects to be included in the exhibit "Ancient Near Eastern Art," imported from abroad for temporary exhibition without profit within the United States, are of cultural significance. These objects are imported pursuant to loan agreements with the foreign lenders. I also determine that the exhibition or display of the listed exhibit objects at the Metropolitan Museum of Art, New York, NY, beginning in the fall of 1999, for approximately three years, is in the national interest. Public Notice of these determinations is ordered to be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: For a copy of the list of exhibit objects or for further information, contact Lorie Nierenberg, Assistant General Counsel, Office of the General Counsel, United States Information Agency, at 202/619-6084, or USIA, 301 4th Street, SW, Room 700, Washington, D.C. 20547-0001.

Dated: July 6, 1999.

Les Jin,

General Counsel.

[FR Doc. 99-17531 Filed 7-8-99; 8:45 am]

BILLING CODE 8230-01-M