

820 will be evaluated and an EIS will be prepared. The EIS process was selected because the proposed project lies primarily within a densely developed urban area. This area has the potential for greater social, economic, and environmental impacts than any other section. Alternate routes for development along with public consensus for the preferred alignment alternative will be addressed in the EIS. This highway portion connects the Forth Worth CBD with the Cities of River Oaks, Samson Park, and Lake Worth in northwestern Tarrant County. It will provide residents and businesses of these cities with improved travel within the corridor. An Environmental Assessment will be prepared for the second project from I.H. 820 to F.M. 1886.

The proposed facility will be a six to eight lane divided freeway with auxiliary lanes where needed. The project will include frontage road construction and there will be full control of access along the length of the facility. Right of way will vary between 73 and 137 meters (240 and 450 feet). All existing at-grade crossings will be eliminated and grade separations or interchanges will be constructed at major thoroughfares.

S.H. 199 is currently a basic 4 lane urban expressway with limited access control and is the principal transportation facility in northwest Tarrant County. No other parallel freeways or principal artery exists within the S.H. 199 corridor. Committed congestion reduction strategies for the S.H. 199 corridor consist of the regional Transportation Demand Management Program that includes Employee Trip Reduction programs and area-wide ridesharing. All reasonable existing and future alternate modes of transportation available to the corridor will not sufficiently lower the projected 2016 traffic volume to the desired level of service. The proposed expansion will safely and efficiently provide for the mobility needs of the area. A project concept conference with local officials was held April 7, 1987. In 1987, two public meetings were held to discuss alternate routes for the proposed project. A third public meeting was held in 1988.

To ensure 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 the proposed action and the EIS should be directed to the FHWA at the address provided.

(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.)

David L. Gibbs,

Acting Division Administrator, Austin, Texas.

[FR Doc. 98-4934 Filed 2-27-98; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waivers of Compliance

In accordance with 49 CFR 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance with certain requirements of the Federal safety laws and regulations. The petition is described below, including the regulatory provisions involved, the nature of the relief being requested and the petitioner's arguments in favor of relief.

Long Island Rail Road

[FRA Docket Number LI-95-1]

The Long Island Rail Road (LIRR) seeks to extend a previously granted temporary waiver of compliance with certain provisions of the Locomotive Safety Standards (49 CFR 229). LIRR is seeking relief from the requirements of § 229.135 that all trains operating over 30 mph shall be equipped with an event recorder by May 5, 1995. LIRR requests the compliance date be extended to December 31, 1999. The railroad states they have experienced numerous problems with test units designed for their MU locomotive fleet and this has caused significant delays in installations of the event recorders.

Metro-North Railroad

[FRA Docket Number LI-94-10]

The Metro-North Railroad (MNCW) seeks to extend a previously granted temporary waiver of compliance with certain provisions of the Locomotive Safety Standards (49 CFR 229). MNCW is seeking relief from the requirements of § 229.135 that all trains operating over 30 mph shall be equipped with an event recorder by May 5, 1995. MNCW requests the compliance date be extended to December 31, 1999. The railroad states they have experienced numerous problems with test units designed for their MU locomotive fleet and this has caused significant delays in installations of the event recorders.

Interested parties are invited to participate in these proceedings by

submitting written reviews, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number LI-95-1 and LI-94-10), and must be submitted in triplicate to the Docket Clerk, Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 45 days from the publication of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at FRA's temporary relocation at 1120 Vermont Ave N.W., room 7051, Washington, D.C. 20005.

Issued in Washington, D.C. on February 24, 1998.

Grady C. Cothen,

Deputy Associate Administrator for Safety Standards and Program Development

[FR Doc. 98-5320 Filed 2-27-98; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33388]

CSX Corporation and CSX Transportation Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail, Inc. and Consolidated Rail Corporation

AGENCY: Surface Transportation Board

ACTION: Notice of availability of additional environmental information on the Proposed Conrail Acquisition and Opportunity for public review and comment by those who could be affected by that information.

SUMMARY: On December 12, 1997, the Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) issued a Draft Environmental Impact Statement (Draft EIS) for the Proposed Acquisition of Conrail by Norfolk Southern (NS) and CSX.

Comments on the Draft EIS were due February 2, 1998. In its continuing process of evaluation, SEA has identified some additional potential hazardous materials transportation safety, noise, and highway/rail at-grade crossing safety and delay impacts of the Proposed Acquisition. This information was not included in the Draft EIS and is based in part on updated data that was not received until after the Draft EIS was issued. Specifically, (1) on November 24, 1997, CSX advised SEA that it would revise its calculation of the

transportation of hazardous materials due to an error in methodology; (2) on December 23, 1997 and February 20, 1998, CSX provided SEA with the revised hazardous materials transportation safety data; and (3) SEA identified sensitive receptors within noise contours using aerial photographs and more precise analytical tools, such as geographic information systems (GIS), that were not available prior to SEA completing the Draft EIS. SEA's additional analysis has identified four rail line segments with

potential hazardous materials transportation safety impacts that SEA did not identify as such in the Draft EIS. In addition, SEA has identified eight rail line segments that now may warrant noise mitigation. Although SEA had identified these segments in the Draft EIS as being potentially affected by noise, SEA did not recommend noise mitigation for them in the Draft EIS. The affected rail line segments and their locations that fall into these two categories include:

Segment description	Affected counties/cities
New Hazardous Material Transport Safety Segments:	
NJ Cabin, KY to Columbus, OH	KY: Greenup County; OH: Franklin, Pickaway, Pike, Ross, and Scioto Counties; Cities of Columbus, Circleville, Chillicothe, and Portsmouth.
CP Newtown Jct., PA to CP Wood, PA	Bucks, Montgomery, and Philadelphia Counties; City of Philadelphia.
CP Wood, PA to Trenton, NJ	PA: Bucks County; NJ: Mercer County; City of Ewing.
Deshler, OH to Toledo, OH	Henry and Wood Counties.
Segments That May Warrant Noise Mitigation:	
Warsaw, IN to Tolleston, IN	Kosciusko, La Porte, Lake, Marshall, Porter, and Starke Counties; Cities of Gary, Hobart, Lake Station, Plymouth, Portage, Valparaiso, and Warsaw.
Sinns, PA to Brownsville, PA	Allegheny, Fayette, and Westmoreland Counties; Cities of Clairton, McKeesport, and Monessen.
Riverton Jct., VA to Roanoke, VA	Augusta, Botetourt, Clarke, Page, Roanoke, Rockbridge, Rockingham, and Warren Counties; Cities of Buena Vista, Roanoke, and Waynesboro.
Corning, NY to Geneva, NY	Chemung, Ontario, Schuyler, Steuben, and Yates Counties; Cities of Corning and Geneva.
Alexandria, IN to Muncie, IN	Delaware and Madison Counties; Cities of Alexandria and Muncie.
Bellevue, OH to Sandusky Dock, OH	Erie and Huron Counties; Cities of Bellevue and Sandusky.
Elmore, WV to Deepwater, WV	Fayette, Raleigh, and Wyoming Counties; Cities of Mullins and Oak Hill.
Deepwater, WV to Fola Mine, WV	Fayette and Nicholas Counties.

As a result of the refined analysis described above, SEA has also concluded that 12 additional rail line segments may have high, adverse and disproportionate effects on minority or low-income communities listed below, as a result of potential effects of hazardous materials transportation safety, noise, and/or highway/rail at-grade crossing safety and delay. These rail line segments and communities include:

Segment description	Affected counties/cities
Potential Impacted Minority and Low-Income Populations:	
Manchester, GA to La Grange, GA	Meriwether and Troup Counties; Cities of La Grange and Manchester.
West Falls, PA to CP Newtown Jct, PA	Philadelphia County; City of Philadelphia.
Bethlehem, PA to Allentown, PA	Lehigh and Northampton Counties; Cities of Allentown and Bethlehem.
Asheville, NC to Leadvale, TN	NC: Buncomb and Madison Counties; City of Asheville; TN: Cocke County; City of Newport.
Frisco, TN to Kingsport, TN	Hawkins and Sullivan Counties; City of Kingsport.
Poe ML, VA to Petersburg, VA	Chesterfield County; Cities of Colonial Heights and Petersburg.
Park Jct., PA to Frankford Jct., PA	Philadelphia County; City of Philadelphia.
Frankford Jct., PA to Camden, NJ	NJ: Camden County; City of Camden; PA: Philadelphia County; City of Philadelphia.
Ashtabula, OH to Buffalo, NY	OH: Ashtabula County; Cities of Ashtabula and Conneaut; PA: Erie County; City of Erie; NY: Chautauqua and Erie Counties; Cities of Buffalo, Dunkirk, and Lackawanna.
PN, NJ to Bayway, NJ	Union County; City of Elizabeth.
Warsaw, IN to Tolleston, IN	Kosciusko, La Porte, Lake, Marshall, Porter, and Starke Counties; Cities of Gary, Hobart, Lake Station, Plymouth, Portage, Valparaiso, and Warsaw.
Alexandria, IN to Muncie, IN	Delaware and Madison Counties; Cities of Alexandria and Muncie.

This new information does not change or alter SEA's prior analysis, results, or preliminary mitigation recommendations in other impact areas,

nor does it affect the integrity of the information contained in the Draft EIS. However, to ensure that anyone affected by the results of the refined analysis

noted above has the opportunity to review and comment on it, through this notice SEA is providing a limited, 45-day comment period. During this

period, anyone affected by SEA's refined analysis may submit written comments to SEA on the potential environmental effects of that information on their community. Written comments addressing that information must be submitted to SEA no later than April 15, 1998. SEA will consider any timely comments received in the Final EIS, which is scheduled to be issued in late May 1998. The Board will then consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision on the Proposed Conrail Acquisition. The Board will hold an open voting conference on June 8, 1998 and intends to issue its final written decision on July 23, 1998.

Individuals who wish to file a comment may submit one original. However, government agencies and businesses are required to submit an original plus 10 copies.

ADDRESSES: Office of the Secretary, Case Control Unit, Finance Docket No. 33388, Surface Transportation Board, 1925 K Street, N.W., Washington, DC 20423-0001.

In the lower left-hand corner of the envelope, indicate: Attn: Elaine K. Kaiser, Environmental Project Director, Section of Environmental Analysis, Environmental Filing.

FOR ADDITIONAL INFORMATION: Contact Michael Dalton, SEA Program Manager for the Proposed Conrail Acquisition at (202) 565-1530 [TDD for the hearing impaired: (202) 565-1695]. Information about the Proposed Acquisition and Draft EIS can be found at the web site <<http://www.conrailmerger.com>> and SEA's toll-free Environmental Hotline at (888) 869-1997.

Issued: March 2, 1998.

By the Board, Elaine K. Kaiser, Chief, Section of Environmental Analysis.

Vernon A. Williams,

Secretary.

[FR Doc. 98-5303 Filed 2-27-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

[Treasury Order Number 102-21]

Designation of the Assistant Secretary for Management and Chief Financial Officer as the Chief Operating Officer

Dated: February 23, 1998.

1. By virtue of the authority vested in the Secretary of the Treasury, including the authority vested by 31 U.S.C. 321(b), I hereby designate the Assistant Secretary for Management and Chief Financial Officer as the Department's Chief Operating Officer for purposes of the Presidential Memorandum, "Implementing Management Reform in the Executive Branch," dated October 1, 1993.

2. This Order shall expire January 20, 2001.

Robert E. Rubin,

Secretary of the Treasury.

[FR Doc. 98-5208 Filed 2-27-98; 8:45 am]

BILLING CODE 4810-25-P

DEPARTMENT OF THE TREASURY

Bureau of the Public Debt

Proposed Collection: Comment Request

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently the Bureau of the Public Debt within the Department of the Treasury is soliciting comments concerning the Regulations Governing Payments by the Automated Clearing House method on Account of United States Securities.

DATES: Written comments should be received on or before May 1, 1998, to be assured of consideration.

ADDRESSES: Direct all written comments to Bureau of the Public Debt, Vicki S.

Thorpe, 200 Third Street, Parkersburg, WV 26106-1328.

FOR FURTHER INFORMATION CONTACT:

Requests for additional information should be directed to Vicki S. Thorpe, Bureau of the Public Debt, 200 Third Street, Parkersburg, WV 26106-1328, (304) 480-6553.

SUPPLEMENTARY INFORMATION:

Title: Regulations Governing Payments by the Automated Clearing House Method on Account of United States Securities.

OMB Number: 1535-0094.

Abstract: The regulations authorize payment to investors in United States securities by the Automated Clearing House (ACH Method).

Current Actions: None.

Type of Review: Extension.

Affected Public: Individuals, Businesses or other for-profit, and state or local governments.

Estimated Total Annual Burden Hours: 1.

Request for Comments

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide information.

Dated: February 24, 1998.

Vicki S. Thorpe,

Manager, Graphics, Printing and Records Branch.

[FR Doc. 98-5226 Filed 2-27-98; 8:45 am]

BILLING CODE 4810-39-P