

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.

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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.

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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.