Angeles to downtown Santa Monica along the Exposition railroad right-of-way. The TSM Alternative is not specific to an alignment but would rather improve service levels of existing bus service in the general Westside Corridor. Additionally, a No Build Alternative will evaluate the impacts of doing nothing to improve transit service during the twenty year planning timeframe of the project, beyond those improvements already scheduled and funded.

Probable Effects: The FTA and MTA will evaluate all significant environmental, social and economic impacts of the alternatives in the Draft EIS/EIR. Potential impact categories which will be evaluated include: Land Use and Development; Economic Impacts; Displacement and Relocation; Traffic Circulation and Parking; Community and Neighborhood Impacts; Environmental Justice; Visual and Aesthetic Impacts; Air Quality; Noise and Vibration; Geotechnical Considerations; Water Resources; Natural Resources; Energy; Safety and Security; Cultural Resources; Community Facilities and Parklands; and Construction Impacts. The impacts will be evaluated both for the construction period and the long-term period of operation. Measures to mitigate adverse impacts will also be addressed.

FTA Procedures: After the scope of the EIS/EIR evaluation has been determined, FTA and MTA will conduct the analyses and interagency coordination necessary to prepare a Draft EIS/EIR. The Draft EIS/EIR will be made available for public and agency review and comment, and a public hearing will be held. On the basis of the Draft EIS/EIR and comments received, MTA will select a Locally Preferred Alternative. If FTA approves of advancing the Locally Preferred Alternative into Preliminary Engineering (PE), the Final EIS/EIR responding to comments received and incorporating the results of PE, would then be prepared and released.

Issued on: May 15, 2000.

Leslie T. Rogers,

Regional Administrator.

[FR Doc. 00–12638 Filed 5–18–00; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33870]

Eastern Alabama Railroad, Inc.—Acquisition Exemption—CSX Transportation, Inc.

Eastern Alabama Railroad, Inc. (EARY), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire and operate a rail line owned by CSX Transportation, Inc.[1] The rail line extends from milepost LAM 453.58, at Gannt's Junction, to milepost LAM 479.94, at Talladega, a distance of 26.36 miles in Talladega County, AL.

The transaction is expected to be consummated on or after May 17, 2000.

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 does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33870, 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 Fritz R. Kahn, Esq., 1920 N Street, NW, Eighth Floor, Washington, DC 20036–1601.

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

Decided: May 12, 2000.

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

Vernon A. Williams,

Secretary.

[FR Doc. 00–12566 Filed 5–18–00; 8:45 am]

BILLING CODE 4915–00–P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

May 8, 2000.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104–13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before June 19, 2000 to be assured of consideration.

Internal Revenue Service (IRS)

OMB Number: 1545–1251.

Regulation Project Number: PS–5–91 Final.

Type of Review: Extension.

Title: Limitations on Percentage Depletion in the Case of Oil and Gas Wells.

Description: Section 1.613A–3(e)(6)(I) of the regulations requires each partner to separately keep records of the partner's share of the adjusted basis of partnership oil and gas property.

Respondents: Business or other for-profit.

Estimated Number of Recordkeepers: 1,500,000.

Estimated Burden Hours Per Recordkeeper: 2 minutes.

Estimated Total Recordkeeping Burden: 49,950 hours.

OMB Number: 1545–1545.

Regulation Project Number: REG–107644–97 Final.

Type of Review: Extension.

Title: Permitted Elimination of Preretirement Optional Forms of Benefits.

Description: The regulation permits an amendment to a qualified plan that eliminates certain Preretirement optional forms of benefit.

Respondents: Business or other for-profit.

Estimated Number of Recordkeepers: 135,000.

Estimated Burden Hours Per Recordkeeper: 22 minutes.

Estimated Total Recordkeeping Burden: 48,800 hours.

OMB Number: 1545–1685.

Regulation Project Number: REG–103735–00 NPRM and Temporary.

Type of Review: Extension.

Title: Tax Shelter Disclosure Statements.

Description: The regulations provide guidance on the filing requirement under section 6011 for certain corporate taxpayers engaged in transactions producing tax savings in excess of certain dollar thresholds.

Respondents: Business or other for-profit.

Estimated Number of Respondents/Recordkeepers: 50.

[1] EARY represents that it has operated the rail line, as the assignee of a lease with option to purchase, since 1992 following its acquisition of the Natchez Trace Railroad's properties. *See Eastern Alabama Railway, Inc.—Acquisition and Operation Exemption—Natchez Trace Railroad,* Finance Docket No. 32044 (ICC served Apr. 16, 1992).