

Federal Highway Administration**Environmental Impact Statement: City of Lincoln, NE**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed beltway project on the south and east fringes of the City of Lincoln, Nebraska.

FOR FURTHER INFORMATION CONTACT:

Mr. Philip E. Barnes, Operations Engineer, Federal Highway Administration, Federal Building, Room 220, 100 Centennial Mall North, Lincoln, Nebraska 68508, Telephone: (402) 437-5521. Mr. Arthur Yonkey, Project Development Engineer, Nebraska Department of Roads, P.O. Box 94759, Lincoln, Nebraska 68509, Telephone: (402) 479-4795. Mr. Richard Erixson, Director of Public Works, City of Lincoln, 555 South 10th Street, Lincoln, Nebraska 68508, Telephone: (402) 441-7566.

SUPPLEMENTARY INFORMATION: The Federal Highway Administration, in cooperation with the Nebraska Department of Roads and the City of Lincoln, Nebraska, is preparing a major investment study (MIS) and environmental impact statement (EIS) for the South and East Beltways around Lincoln. The primary goal of the study work is to determine the need and feasibility of a new transportation corridor on the south and east fringes of Lincoln, and the ultimate preservation of such corridors. The project will encompass two project corridors. The general limits for the South Corridor are: from Yankee Hill Road on the north to 0.8 km (0.5 mi) south of Saltillo Road on the south, and from US 77 on the west to Nebraska Highway 2 on the east. The general limits for the East Corridor are: from 96th Street on the west to 148th Street on the east, and from I-80 on the north to Nebraska Highway 2 on the south. The approximate length of the total study area is 27.4 km (17mi).

The principle alternatives will include (1) taking no action, (2) building local arterial roads on section lines, and (3) plans for an eventual bypass. Other alternatives under consideration include intermodal and multi-use options, alternative design and enhancement features, alternative alignments, and phasing.

The general design concept for the proposed South and East Beltways envisions a multi-lane freeway or expressway-type facility with

consideration to such design features as depressed center median, paved shoulders, full control of access, fence along the right-of-way, bridges at creek crossings, two-span bridges over the beltways, few if any at-grade intersections, and 62 to 75 m (203-246 ft) typical right-of-way widths. Greater right-of-way widths could be proposed for buffer areas or joint use corridor uses. At a minimum, interchanges would connect the South and East Beltways to US 77, Nebraska Highway 2, US 34 and I-80.

Several public information meetings will be held. A Draft EIS will be prepared and a public hearing will be held. Public notice will be given of the meetings and hearing.

To ensure that a 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 and questions concerning this proposed action and the EIS should be directed to the FHWA or the Nebraska Department of Roads at the address provided.

(Catalog of Federal Domestic Assistance Project Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on federal programs and activities apply to this program.)

Philip E. Barnes,

*Operations Engineer, Nebraska Division,
Federal Highway Administration, Lincoln,
Nebraska*

[FR Doc. 95-28675 Filed 11-27-95; 8:45 am]

BILLING CODE 4910-22-M

Maritime Administration

[Docket S-927]

Aquarius Marine Co. and Atlas Marine Co.; Application for Payment of Unused Operating-Differential Subsidy

Notice is hereby given that Aquarius Marine Company (Aquarius) and Atlas Marine Company (Atlas), contractors under Operating-Differential Subsidy Agreements, Contracts MA/MSB-309 and MA/MSB-274, respectively, request the Maritime Subsidy Board to extend the term of these contracts by four years each, to expire October 15, 1999, and December 30, 2000, subject to the restriction that subsidy will not be paid for more than 1,188 voyage days (about 3.25 years) of operations in subsidized service during the additional term, under whichever of the two contracts such operations may take place. In the alternative, Aquarius and Atlas requests a new four year operating-differential

subsidy contract covering the operations of the CHARLESTON.

Aquarius and Atlas (applicants) advise that subsidized operations under Contract MA/MSB-309 terminated October 15, 1995, and subsidized operations under Contract MA/MSB-274 will terminate December 29, 1996. The applicants state that the vessels under these contracts were the AMERICAN HERITAGE, GOLDEN MONARCH, and CHARLESTON, under a subsidy-sharing arrangement stipulated in Addendums 84 and 85 of the respective contracts. Effective January 12, 1993, these addenda amended the contracts by adding to Article I-3(a) the CHARLESTON as a vessel eligible for subsidy under the terms of the two contracts and permitted to be substituted in the subsidized service for Aquarius's GOLDEN MONARCH and Atlas' AMERICAN HERITAGE, subject to the condition that the annual amount of subsidy accrued for all three vessels operating under the two contracts could not exceed two ship-years of subsidized operations annually.

The applicants advise that the AMERICAN HERITAGE entered subsidized service on or about December 30, 1976; the GOLDEN MONARCH on or about October 15, 1975; and the CHARLESTON on or about January 12, 1993. The AMERICAN HERITAGE was withdrawn, sold, and scrapped in or about November 1994. The GOLDEN MONARCH was withdrawn, sold, and transferred to foreign registry in or about June 1995. The CHARLESTON continues in subsidized service.

The applicants advise that the AMERICAN HERITAGE performed no subsidized service after June 5, 1993, and the GOLDEN MONARCH operated sometimes in and sometimes out of subsidized service after October 25, 1992. As a result, these two vessels will have accumulated more than 2,500 voyage days of "unused subsidy"—that is to say, voyage days during which they had a contractual right to earn subsidies but refrained from doing so—from those dates to the end of the terms of the respective contracts. The applicants advise that allowing for the absorption of 1,370 of these unused days by subsidized operations of the CHARLESTON, there will remain 1,188 unused days of entitlement to subsidy. They are proposing that the contracts be extended to enable them to absorb these 1,188 days by continuing the subsidized operation of the CHARLESTON. This application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm or

corporation having any interest in such request and desiring to submit comments concerning the application must file written comments in triplicate with the Secretary, Maritime Administration, Room 7210, Nassif Building, 400 Seventh Street SW., Washington, DC 20590. Comments must be received no later than 5 p.m. on December 12, 1995. The Maritime Subsidy Board will consider any comments submitted and take such action with respect thereto as may be deemed appropriate.

(Catalog of Federal Domestic Assistance Program No. 2.804 Operating-Differential Subsidies).

By order of the Maritime Subsidy Board.

Dated: November 21, 1995.

Joel C. Richard,
Secretary.

[FR Doc. 95-29041 Filed 11-27-95; 8:45 am]

BILLING CODE 4910-81-M

DEPARTMENT OF THE TREASURY

Domestic Finance; Notice of Open Meeting of the Advisory Committee, U.S. Community Adjustment and Investment Program

The Department of the Treasury, pursuant to the North American Free Trade Agreement ("NAFTA") Implementation Act (Pub. L. 103-182), established an advisory committee (the "Advisory Committee") for the community adjustment and investment program (the "Program"). The Program will provide financing to businesses and individuals in communities adversely impacted by NAFTA to create new jobs. The charter of the Advisory Committee has been filed in accordance with the Federal Advisory Committee Act of October 6, 1972 (Pub. L. 92-463), with the approval of the Secretary of the Treasury.

The Advisory Committee consists of nine members of the public, appointed by the President, who collectively represent: (1) community groups whose constituencies include low-income families; (2) scientific, professional, business, nonprofit, or public interest organizations or associations, which are neither affiliated with, nor under the direction of, a government; and (3) for-profit business interests.

The objectives of the Advisory Committee are to: (1) provide informed advice to the President regarding the implementation of the Program; and (2) review on a regular basis, the operation of the Program, and provide the President with the conclusions of its review. Pursuant to Executive Order No.

12916, dated May 13, 1994, the President established an interagency committee to implement the Program and to receive, on behalf of the President, advice of the Advisory Committee. The committee is chaired by the Secretary of the Treasury.

A meeting of the Advisory Committee, which will be open to the public, will be held in Los Angeles, California, at the Mexican American Opportunity Foundation (MAOF) Auditorium, 401 N. Garfield Avenue, Montebello, CA 90640, from 9 a.m. to 1 p.m. on Tuesday, December 12, 1995. The room will accommodate approximately 75 persons and seating is available on a first-come, first-serve basis, unless space has been reserved in advance. Due to limited seating, prospective attendees are encouraged to contact the person listed below prior to December 8, 1995. If you would like to have the Advisory Committee consider a written statement, material must be submitted to the U.S. Community Adjustment and Investment Program, Advisory Committee, Department of the Treasury, 1500 Pennsylvania Avenue, NW, Room 1124, Washington, DC 20220 no later than Tuesday, December 5, 1995. If you have any questions, please call Dan Decena at (202) 622-0637. (Please note that this telephone number is not toll-free.)

Mozelle W. Thompson

Deputy Assistant Secretary, Government Financial Policy.

[FR Doc. 95-28996 Filed 11-27-95; 8:45 am]

BILLING CODE 4810-25-P

Customs Service

Proposed Agency Information Collection Activities; Comment Request; Public Input

AGENCY: Customs, Department of the Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, Customs invites the general public and other Federal agencies to comment on an information collection requirement concerning Manufacturer/Shipper Identification Required at Time of Entry. This request for comment is being made pursuant to the Paperwork Reduction Act of 1995 (Pub. L. 104-13; 44 U.S.C. 3506(c)(2)(A)).

DATES: Written comments should be received on or before January 15, 1996, to be assured of consideration.

ADDRESS: Direct all written comments to U.S. Customs Service, Printing and

Records Services Group, Room 6216, 1301 Constitution Ave., NW., Washington, DC 20229.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form(s) and instructions should be directed to U.S. Customs Service, Attn: Norman Waits, Room 6216, 1301 Constitution Avenue NW., Washington, DC 20229, Tel. (202) 927-1551.

SUPPLEMENTARY INFORMATION: Customs invites the general public and other Federal agencies to comment on proposed and/or continuing information collections pursuant to the Paperwork Reduction Act of 1995 (Pub. L. 104-13; 44 U.S.C. 3506(c)(2)(A)). The comments should address the accuracy of the burden estimates and ways to minimize the burden including the use of automated collection techniques or the use of other forms of information technology, as well as other relevant aspects of the information collection. The comments that are submitted will be summarized and included in Customs request for Office of Management and Budget (OMB) approval. All comments will become a matter of public record. In this document Customs is soliciting comments concerning the following information collection:

Title: Manufacturer/Shipper Identification Required at Time of Entry.

OMB Number: 1515-0170.

Form Number: N/A.

Abstract: This collection of information requires that all importers provide the name and complete address of the individual or firm who is responsible for invoicing the merchandise. This information assists Customs in the selection process for intensive examinations or scrutiny of those shipments that are considered high risk for violations.

Current Actions: There are no changes to the information collection. This submission is being submitted to extend the expiration date.

Type of Review: Extension (without change).

Affected Public: Business or other for-profit institutions.

Estimated Number of Respondents: 119,570.

Estimated Time Per Respondent: 3 minutes.

Estimated Total Annual Burden Hours: 5,978.

Dated: November 22, 1995.

V. Carol Barr,

Leader, Printing and Records Services Group.

[FR Doc. 95-28997 Filed 11-27-95; 8:45 am]

BILLING CODE 4820-02-P