

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on March 1, 1999 [64 FR 10060].

DATES: Comments must be submitted on or before October 4, 1999.

FOR FURTHER INFORMATION CONTACT: Mr. David Longo, (202) 366-0456, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:00 a.m. to 4:00 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: No-Zone Campaign Assessment.
Type of Request: Approval of a new information collection.

Affected Public: Approximately 1,100 adult licensed drivers randomly selected from the public.

Abstract: "No-Zone" is a highway safety term used to describe danger areas around trucks and buses where crashes are more likely to occur. The purpose of the No-Zone campaign is to help reduce the number of car-truck crashes, injuries, fatalities, and property loss by increasing motorists' awareness of the No-Zone. The FHWA will conduct a quantitative analysis of the No-Zone campaign and its messages by developing and administering a baseline evaluation study designed to quantify respondents' knowledge of truck and bus limitations; their knowledge of "share the road" issues; and their knowledge of the No-Zone campaign and its messages. It is anticipated that a sample of 4,000 respondents will be drawn in order to complete 1,100 interviews in households with telephones using a national random digit dial.

Frequency: The survey will be conducted now for a baseline analysis and again in approximately three to five years to assess improvements.

Estimated Burden: The estimated total annual burden is 92 hours (1,100 responses x 5 minutes per response).

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW.,

Washington, DC 20503, Attention: DOT Desk Officer. Comments are invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is most effective if OMB receives it within 30 days of publication of this Notice.

Issued on: August 30, 1999.

Michael J. Vecchiotti,

Director, Office of Information and Management Services.

[FR Doc. 99-22924 Filed 9-1-99; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement; Aroostook County, Maine**

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 (EIS) will be prepared to improve transportation efficiency in Aroostook County, Maine. The EIS will examine highway infrastructure improvements to enhance transportation mobility and accessibility to and from Aroostook County, as well as within the County. These improvements are being considered as a means to improve the region's economy by improving access to jobs and services and by reducing travel time to markets outside Maine's northern-most County. The purpose of this study is to identify a Preferred Corridor only.

FOR FURTHER INFORMATION CONTACT: Mr. James F. Linker, Manager, Right of Way and Environmental Programs, Maine Division, Federal Highway Administration, 40 Western Ave., Augusta, Maine 04330, Tel. 207/622-8355, ext. 23; Ray Faucher, Project Manager, Maine Department of Transportation, State House Station 16, Augusta, Maine 04333-0016, Tel. 207/287-3172.

SUPPLEMENTARY INFORMATION: The purpose of this EIS is to establish a one-

half mile wide corridor for future highway development. The area under consideration, from the towns of Smyrna Mills to Madawaska, is quite large and bounded on the west by Route 11, on the south by I-95, and on the north and east by the Canadian border. The enclosed area is roughly twice the size of the state of Rhode Island.

The EIS will study up to seven corridors alternatives, including upgrades within existing highway corridors and corridors on new location. The seven corridors, plus the no-action alternative, will be selected through a screening process of up to 20 preliminary corridors. The corridors will be selected for review based on their ability to provide transportation benefits and their environmental impacts. It is anticipated that highway segments with logical termini and independent utility will be constructed in the future within the selected corridor. Each segment will be supported by a separate environmental document in the later construction phase.

An 18-member public advisory committee has been established to represent the interests within the study area and to assist in the preparation of the EIS. Public scoping meetings will be held at the following locations: the Frenchville Community Center in Frenchville, September 14, 1999; the Northern Maine Technical College in Presque Isle, September 15, 1999; and the Miller Civic Center in Houlton on September 16, 1999.

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: August 27, 1999.

Paul L. Lariviere,

Division Administrator, Federal Highway Administration, Augusta, Maine.

[FR Doc. 99-22862 Filed 9-1-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****Major Investment Study/Draft Environmental Impact Statement for the Metro-North Penn Station Access Study**

AGENCY: Federal Transit Administration (FTA)

ACTION: Notice of intent to prepare a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS).

SUMMARY: The Federal Transit Administration (FTA) and the Metro-North Commuter Railroad Company (Metro-North) intend to prepare a Major

Investment Study/Draft Environmental Impact Statement (MIS/DEIS) to study transportation access improvements from the Metro-North service territory on the New Haven, Harlem, and Hudson Lines (north of Manhattan) to Pennsylvania Station, New York (Penn Station) on the West Side of Manhattan in the City of New York. Current Metro-North service terminates at Grand Central Terminal (GCT) on the East Side of Manhattan, necessitating as many as two transfers on additional modes to reach destinations on the West Side. The MIS/DEIS is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, and implemented by the Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), the FTA/Federal Highway Administration's Environmental Impact regulations (23 CFR Part 771), and the FTA/FHWA Statewide Planning/Metropolitan Planning regulations (23 CFR Part 450). This study will also comply with the requirements of the National Historic Preservation Act of 1966, as amended, Section 4(f) of the 1966 U.S. Department of Transportation Act, the 1990 Clean Air Act Amendments, the Executive Order 12898 on Environmental Justice, and other applicable rules, regulations, and guidance documents.

The Penn Station Access MIS/DEIS will examine alternative strategies for improving access from the Metro-North service territory to the West Side of Manhattan (Penn Station). New York-bound, Metro-North trains currently terminate at GCT on Manhattan's East Side. The study will also evaluate the possibility of station stops in Co-Op City in the Bronx and on the West Side of Manhattan, and a new rail yard. Consideration will also be given to other modes.

The Penn Station Access MIS/DEIS will develop alternatives for study that could lead to a project which would (1) Be a feasible, cost-effective, and beneficial transportation improvement that would enhance connections to other regional rail services; (2) increase Metro-North ridership and provide service flexibility for its customers; and (3) support the region's economic vitality and quality of life. The MIS/DEIS will evaluate a No-Build Alternative, a Transportation System Management (TSM) Alternative, and Build Alternatives. Build alternatives will take into consideration the use of Metro-North's Hudson, Harlem, and New Haven Lines to provide access to Penn Station, potential new stations on the West Side of Manhattan (somewhere from approximately 57th Street to 86th

Street) and at Co-Op City in the Bronx, as well as other reasonable alternatives suggested through the scoping process. The type, location and need for ancillary facilities (such as new yards or shops) will also be considered for each alternative.

DATES: Comment Due Date: Written comments on the scope of the MIS/DEIS should be sent to Metro-North by October 22, 1999. See ADDRESSES below.

Scoping Meeting: Public scoping meetings for the Penn Station Access MIS/DEIS will be held on:

September 28, 1999

6 pm-9 pm (sign-in begins at 5:30), MTA Headquarters, 5th Floor Board Room, 347 Madison Avenue (btwn 44th St. & 45th St.), New York, New York

September 30, 1999

7 pm-10 pm (sign-in begins at 6:30), Einstein Community Center; 135 Einstein Loop, Co-Op City, New York

October 5, 1999

7 pm-10 pm (sign-in begins at 6:30), The Warner Library, (corner of Broadway St. and Wildey St.) Tarrytown, New York

October 7, 1999

7 pm-10 pm (sign-in begins at 6:30), Stamford Government Center, 888 Washington Blvd., 2nd Floor (Senior Center), Stamford, Connecticut

People with special needs should contact Todd DiScala at Metro-North at the address below or by calling the study hotline at 1-877-MNR-PENN. The buildings are accessible to people with disabilities. A sign language interpreter will be available for the hearing impaired.

Scoping material will be available at the meetings and may also be obtained in advance of the meetings by contacting Todd DiScala at the address below or by calling the study hotline above. Oral and written comments may be given at the scoping meetings; a stenographer will record all comments.

ADDRESSES: Written comments on the project scope should be sent to Todd DiScala, Project Manager, Metro-North Railroad, 420 Lexington Avenue, 9th Floor, New York, New York 10017. The scoping meetings will be held at the locations identified above.

FOR FURTHER INFORMATION CONTACT: If you wish to be placed on the mailing list to receive further information as the study develops, contact Todd DiScala at the above address or call the study hotline at 1-877-MNR-PENN. For further information you may also contact: Ms. Nancy Danzig, Community Planner, Federal Transit Administration, Region II, One Bowling

Green, Room 429, New York, New York, 10004-1415; phone: 212-668-2170.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA and Metro-North invite all interested individuals and organizations, and federal, state, and local agencies to provide comments on the scope of the study. During the scoping process, comments should focus on identifying specific social, economic, or environmental issues to be evaluated and suggesting alternatives, which may be less costly or have less environmental impacts, while achieving the transportation objectives of enhancing regional connectivity, providing service flexibility, and supporting the region's economic vitality and quality of life. Comments should focus on the issues and alternatives for analysis and not on a preference for a particular alternative. Scoping materials will be available at the meetings or in advance of the meetings by contacting Todd DiScala at Metro-North, as indicated above.

The Penn Station Access Study will be closely coordinated with major regional initiatives and studies that are related to this effort. These include:

- **HUDSON LINE EXTENSION MIS/DEIS**, a study by Metro-North to examine extending Hudson Line service further north in Dutchess County from its current terminus in Poughkeepsie, New York;
- **ACCESS TO THE REGION'S CORE STUDY (ARC)**, a joint study by New Jersey Transit, Port Authority of New York and New Jersey, and the Metropolitan Transportation Authority (MTA). The ARC study continues to study access to Midtown Manhattan from points east and west;
- **EAST SIDE ACCESS STUDY**, a study by MTA Long Island Rail Road of access to the East Side of Manhattan via Grand Central Terminal;
- **LOWER MANHATTAN ACCESS ALTERNATIVES STUDY**, a study by the MTA to determine feasible alternatives for improving access to Lower Manhattan;
- **MANHATTAN EAST SIDE ALTERNATIVES**, a study by MTA New York City Transit to examine alternatives for improving access in the north-south corridor on the East Side of Manhattan;
- **AMTRAK HIGH SPEED RAIL**, projects to (1) improve service in the Northeast Corridor between Washington and Boston and (2) to provide improved service in the Empire Corridor.
- **AMTRAK SERVICE TO THE FARLEY POST OFFICE BUILDING**, a project which will move Amtrak's New York City passenger operations to the Farley Post Office Building; and
- **CONRAIL/CSX/NORFOLK SOUTHERN MERGER**, a change in the ownership of the freight network, dividing the former Conrail holdings between CSX and Norfolk Southern.

Following the public scoping process, public outreach activities will include meetings with a Community Liaison Committee (CLC) established for the study and comprised of community leaders, and with Community Boards; public meetings and hearings; distribution of study fact sheets and newsletters; and use of other outreach mechanisms. Every effort will be made to ensure that the widest possible range of public participants has the opportunity to attend general public meetings (e.g., scoping meetings and public hearing(s)) held by Metro-North to solicit input on the Penn Station Access MIS/DEIS. Attendance will be sought through mailings, notices, advertisements, and press releases.

II. Description of Study Area and Transportation Needs

The study area includes: (1) The Penn Station vicinity on the West Side of Manhattan, (2) the corridors of Metro-North's service territory, including the Hudson Line (76 miles), Harlem Line (82 miles [including Wassaic Extension]), and New Haven Line (132 miles) [including the New Canaan Branch, Danbury Branch, and the Waterbury Branch] extending through Dutchess, Putnam, Westchester, Bronx, and New York (Manhattan) Counties in New York, and Fairfield and New Haven Counties in Connecticut; and (3) the corridors of Amtrak's Empire Line south of Spuyten Duyvil to Penn Station on the West Side of Manhattan, and Amtrak's Hell Gate Line south of New Rochelle and through Sunnyside, Queens. The study area also includes the vicinity of possible new stations and storage yards on the Hudson and New Haven Lines. Possible new station locations include the West Side of Manhattan from 57th Street to 86th Street, and Co-Op City in the Bronx. This study area description is generalized and considered flexible, subject both to the outcome of the scoping process and the locations of the alternatives studied in detail.

The purpose of the Penn Station Access MIS/DEIS is to thoroughly examine the demand for, and the opportunities and constraints related to, improving access to Penn Station from the Metro-North service territory to the West Side of Manhattan, and to identify a preferred study alternative that addresses the forecasted demand in a cost-effective, environmentally sound, and equitable way. The MIS/DEIS will be conducted in coordination with a regional framework of transportation studies; it will consider the findings, conclusions, and recommendations of other recent and ongoing regional

transportation studies. The MIS/DEIS will examine and document the social, economic, and environmental impacts of implementing identified study alternatives.

Provision of service to the Penn Station area would address the following needs:

- Commutation to Manhattan's West Side (Penn Station and Upper West Side areas);
- Commutation to Long Island and New Jersey (via transfer at Penn Station to Long Island Rail Road (LIRR) or New Jersey Transit (NJT) service);
- Commutation to workplaces in the vicinity of possible new stations on the West Side of Manhattan and Co-Op City in the Bronx.
- Reverse commutation from the West Side and Co-Op City to communities in the Metro-North service area;
- Discretionary (non-work-related) travel to Long Island and New Jersey in peak periods, off-peak periods, and on weekends; and
- Discretionary (non-work-related) travel to Manhattan's West Side in peak periods, off-peak periods, and on weekends for visits to shops, shows and museums.

III. Alternatives

The alternatives proposed for evaluation include: (1) The No-Build Alternative, which involves the current infrastructure of highways, train, bus, and subway service, in addition to all ongoing, committed and funded roadway and transit projects outlined in the State Transportation Improvement Program (STIP); (2) the Transportation System Management (TSM) Alternative, which includes all elements of the No-Build alternative in addition to roadway and traffic improvements and improvements to existing transit services that address the defined purpose and need for Penn Station access. The TSM Alternative is a low cost alternative that uses existing facilities to the greatest extent possible to meet the study area needs. The TSM Alternative also provides the baseline against which the cost-effectiveness of other capital transit investments can be evaluated; and (3) the Build Alternatives, which include commuter rail service between Penn Station and stations on the Hudson, Harlem, and/or New Haven Lines; shuttle train service between key Metro-North stations and Penn Station, enabling riders from Grand Central Terminal-bound trains to transfer to Penn Station trains; potential new intermediate stations on the West Side of Manhattan (from 57th Street to 86th Street) and at Co-Op City in the Bronx; and potential new yard locations for storage of equipment.

Rail alternatives using the Hudson and New Haven Lines to provide access

to Penn Station would use existing rail infrastructure by connecting to Amtrak's Empire Connection and Hell Gate Line, respectively. Alternatives using the Harlem Line to provide access to Penn Station may require track reconstruction at potential merge locations (e.g. Spuyten Duyvil in the Bronx).

Additional reasonable Build alternatives suggested during the scoping process, including those involving other modes, may be considered.

IV. Probable Effects

The FTA and Metro-North will evaluate all potential changes to the social, economic, and physical environment, including land acquisition and displacements; land use, zoning and economic development; parklands; community disruption; aesthetics; historic and archeological resources; traffic and parking; air quality; noise and vibration; water quality; wetlands; ecologically sensitive areas; endangered species; energy requirements and potential for conservation; hazardous waste; environmental justice; safety and security; and cumulative impacts. Key areas of environmental concern would be in the areas of potential new construction (e.g. new stations, track connections, etc.). The impacts will be evaluated both for the construction period and for the long-term period of operation of each alternative. Measures to mitigate any significant adverse impacts will be identified.

V. FTA Procedures

The DEIS will be prepared in conjunction with a major investment study and will document the results of that study, including an evaluation of the potential social, economic, and environmental impacts of the alternatives. Upon completion, the MIS/DEIS will be available for public and agency review and comment. Public hearing(s) will be held within the study area. On the basis of the MIS/DEIS and the public and agency comments received, a locally preferred alternative will be selected, to be further detailed in the final EIS.

Issued On: August 30, 1999.

Letitia Thompson,

Regional Administrator, TRO-II, Federal Transit Administration.

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