and environmental impacts of the alternatives. The previous MIS study evaluated these impacts at a corridor level of detail for the LPS Alternative alignment. These issues will be evaluated at a project level of detail in the Draft EIR/EIS. Among the primary transit issues to be evaluated are the expected increase in transit ridership, the expected increase in mobility for the corridor's transit dependent, the support of the region's air quality goals, the capital outlays needed to construct the project, the cost of operating and maintaining the facilities created by the project, and the financial impacts on the funding agencies. Potentially affected environmental and social resources proposed for analysis include land use and neighborhood impacts, residential and business displacements and relocations, traffic and parking impacts near stations, traffic circulation, visual impacts, impacts on cultural and archaeological resources, and noise and vibration impacts. Impacts on air and water quality, groundwater, hazardous waste sites, and water resources will also be covered. The impacts will be evaluated both for the construction period and for the long-term period of operation. Measures to mitigate significant adverse impacts will be considered.

V. FTA Procedures

The EIR/EIS and the conceptual engineering for the Urban Rail project will be prepared simultaneously. The EIR/EIS/conceptual engineering process will assess the social, economic, and environmental impacts of the proposed alternatives while refining their design to minimize and mitigate any adverse impacts. After its publication, the Draft EIR/EIS will be available for public and agency review and comment, and a public hearing will be held. On the basis on the Draft EIR/EIS and comments received, OCTA will select a preferred alternative to carry forward into the Final EIR/EIS and complete engineering. Following this action by OCTA, OCTA will request FTA authorization to proceed with the Final EIS/EIR and complete engineering.

Issued: May 15, 1998.

Leslie Rogers,

Regional Administrator Federal Transit Administration Region IX.

[FR Doc. 98–13438 Filed 5–19–98; 8:45 am]

BILLING CODE 4910–57–U

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–98–3782; Notice 1]

Laforza Automobiles, Inc.; Receipt of Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 208

Laforza Automobiles, Inc., of Escondido, California, (''Laforza'') has applied for a temporary exemption from the automatic restraint requirements of Federal Motor Vehicle Safety Standard No. 208 *Occupant Crash Protection*, as described below. The basis of the application is that compliance would cause substantial economic hardship to a manufacturer that has tried in good faith to comply with the standard.

This notice of receipt of an application is published in accordance with the requirements of 49 U.S.C. 30113(b)(2) and does not represent any judgment of the agency on the merits of the application.

Laforza is a Nevada corporation established in August 1997. To date it has produced no motor vehicles. It intends to purchase chassis from Magnum Industriales s.r.l., an Italian company, ''where it will undergo the necessary modifications for the US market.'' A Ford engine, transmission, and associated emission control systems will be installed, and the end result will be a multipurpose passenger vehicle (sport utility) called the Prima 4X4. Laforza estimates a total production of 400 units between the date of the exemption and December 31, 2000. This is the date that its requested temporary exemption would expire.

Laforza seeks an exemption from S4.2.6.1.1 and S4.2.6.2 of Standard No. 208. Paragraph S4.2.6.1.1, in pertinent part, would require Laforza to provide a driver side airbag on not less than 80 percent of all Primas manufactured before September 1, 1998. Paragraph S4.2.6.2 would require all Primas manufactured on and after September 1, 1998, to be equipped with both driver and right front passenger airbags. Although the passenger side airbag is not required until September 1 of this year, ''the airbag development program has to include both the passenger and driver side airbags since the development duration for a driver's side airbag would overlap the time when a passenger's side airbag will be required.'' Laforza continues, ''If the development is not combined, many of these tests would have to be repeated with a significant increase in test and material costs.''

In the first 6 months after its agreement with Magnum, Laforza spent ''an estimated total of 200 manhours and $15,000'' on airbag compliance issues. Lacking the resources to independently develop an airbag system, it ''has contacted airbag development companies in the US to assist with the project.'' Laforza has concluded that it will take 2 years to develop and certify the system. If immediate compliance were required, the cost would be $4,000,000. An exemption would permit Laforza to generate revenues ''to meet the costs mandated by the airbag development program'' and spread these costs over a period of time. Because the company is less than a year old, it could not submit corporate balance sheets and income statements for the three years immediately preceding the filing of its application, as specified by NHTSA's regulation. Its stockholder equity is $900,000.

Laforza argues that ''production of the Laforza Prima 4X4 is in the best interest of the public and the US economy,'' pointing to the uniqueness of the vehicle, and the American components that it incorporates, the powertrain from Ford Motor Company and the purchase of ''other parts * * * from approximately five different US companies.'' The company currently employs 15 people full-time and three people part time, which will grow as production increases. Further, ''in addition, * * * at least 50 employees from other companies are involved in the Laforza project.'' During the exemption period, the Prima will be ''equipped with a conventional retractor type, three-point driver and passenger seatbelt system that meets all requirements of FMVSS No. 208,'' and the vehicle otherwise complies with all Federal motor vehicle safety standards that apply to it.

Interested persons are invited to submit comments on the application described above. Comments should refer to the docket number and the notice number, and be submitted to: Central Docket Management Facility, room Pl–401, 400 Seventh Street, SW, Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the comment closing date indicated below will be considered, and will be available for examination in the docket (from 10 a.m. to 5 p.m.) at the above address both before and after that date. Comments may also be viewed on the internet at web site dms.dot.gov. To the extent possible, comments filed after the

closing date will also be considered. Notice of final action on the application will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: June 9, 1998.

(49 U.S.C. 30113; delegations of authority at 49 CFR 1.50. and 501.8)

Issued: May 15, 1998.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 98–13437 Filed 5–19–98; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33570]

Oregon Pacific Railroad Company—Acquisition and Operation Exemption—East Portland Traction Co. and Molalla Western Railway

Oregon Pacific Railroad Company (OPR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire and operate certain rail lines of East Portland Traction Co. (EPTC) and Molalla Western Railway (MWRL)[1] in Clackamas and Multnomah Counties, OR. The line to be acquired from EPTC extends from EPTC milepost 0.26 (at its connection with Union Pacific Railroad Company's (UP) Portland-Eugene mainline at UP MP 769) at or near East Portland, OR, to milepost 4.54 at Milwaukie, a distance of 4.28 miles, and includes 2.11 miles secondary and yard trackage, for a total trackage of 6.39 miles to be operated in Clackamas County, OR. The line to be acquired from MWRL extends from a connection with the UP main track at UP milepost 747.568 in the city of Canby, OR, to MP 757.50 at Molalla, a distance of 9.93 miles, and includes 1.45 miles of secondary and yard trackage, for a total trackage of 11.38 miles to be operated in Clakamas County, OR. The projected revenues of OPR will not exceed those of a Class III railroad.

Because OPR did not file its verified notice, as amended, until May 4, 1998, the effective STB Finance Docket No. 33570 date of the exemption was May 11, 1998 (7 days after the exemption was filed).[2]

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33570, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N. W., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on Richard A. Samuels, President, Oregon Pacific Railroad Company, P.O. Box 22548, Portland, OR 97269.

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

Decided: May 12, 1998.

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

Vernon A. Williams,

Secretary.

[FR Doc. 98–13094 Filed 5–19–98; 8:45 am]

BILLING CODE 4915–00–P

[1] An agreement was reached among the parties on December 31, 1996, to transfer all assets from both EPTC and MWRL to OPR effective January 1, 1997. Due to oversight, OPR has been operating the rail lines since January 1, 1997, without appropriate authority from the Board.

[2] Under 49 CFR 1150.32(b), a notice of exemption does not become effective until 7 days after filing.

DEPARTMENT OF THE TREASURY

Fiscal Service

Fee Schedules for the Issuance of Definitive Securities and TREASURY DIRECT Securities Accounts

AGENCY: Bureau of the Public Debt, Fiscal Service, Treasury.

ACTION: Notice.

SUMMARY: The Department of the Treasury is announcing two schedules of fees for marketable Treasury securities. The schedules are for the fees charged for the issuance of definitive securities and the fees for the annual maintenance of certain TREASURY DIRECT securities accounts.

EFFECTIVE DATE: May 14, 1998.

FOR FURTHER INFORMATION CONTACT: Maureen Parker, Director, Division of Securities Systems, Bureau of the Public Debt, Parkersburg, West Virginia, 26106–1328, (304) 480–7761.

SUPPLEMENTARY INFORMATION:

On January 23, 1995, the Department of the Treasury established fee schedules for the issuance of definitive securities and the maintenance of certain TREASURY DIRECT securities accounts.

The Treasury has decided that the fees for the issuance of definitive securities and the maintenance of certain TREASURY DIRECT Securities Accounts should remain unchanged from the amounts currently in effect.

Schedule of Fees for Definitive Securities

The fee schedule for the issuance of a definitive security is as follows: a fee of $50 will be charged for each definitive security issued on a transfer, reissue, exchange or withdrawal from book-entry form, or as a result of the granting of relief on account of loss, theft, destruction, mutilation or defacement. Payment of the fee must accompany the request for the issues of securities in physical form. If a request results in the issuance of more than one security, the amount of the fee is arrived at by multiplying the number of pieces requested by $50. The fee announced above shall remain in effect until further notice.

Schedule of Fees for TREASURY DIRECT Securities Accounts

The fee schedule for TREASURY DIRECT securities accounts is as follows: each TREASURY DIRECT securities account holding Treasury bonds, notes and bills pursuant to 31 CFR part 357 that exceeds $100,000 in par amount as of a selected date in May of each year will be charged an annual maintenance fee in the amount of $25. This fee shall remain in effect until further notice. Each account holder will be individually billed.

Dated: May 14, 1998.

Van Zeck,

Commissioner of the Public Debt.

[FR Doc. 98–13409 Filed 5–15–98; 1:31 pm]

BILLING CODE 4810–39–M

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Proposed Collection; Comment Request for Forms 1040–ES, 1040–ES (NR), 1040–ES (Espanol)

AGENCY: Internal Revenue Service (IRS), 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, 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 IRS is soliciting comments concerning Form