

consists of low to medium cost improvements to the facilities and operation of the METRO and TANK bus systems in addition to the currently planned transit improvements in the corridor; and

(3) Light Rail Alternative, including stations and support facilities, generally located parallel to the I-71 corridor and on surface streets in downtown Covington and Cincinnati combined with a modified bus service component. Stations would be located to serve potentially significant trip generators and in areas where economic development efforts are planned or underway in order to maximize potential joint development opportunities.

IV. Probable Effects

The FTA and OKI will evaluate significant environmental, social, and economic impacts of the alternatives analyzed in the EIS. Primary environmental issues include: land-use, historic and archeological resources, traffic and parking, noise and vibration, neighborhoods and environmental justice, floodplain encroachment, coordination with ongoing related transportation and economic development projects, and construction impacts. Other issues the EIS will address include natural areas, rare and endangered species, air and water quality, groundwater, energy, potentially contaminated sites, displacements and relocations, ecosystems, water resources, hazardous waste, parklands, and energy impacts. The impacts will be evaluated both for the construction period and for the long-term period of operation of each alternative. In addition, the cumulative effects of the proposed project and any irreversible or irretrievable commitment of resources will be identified. Measures to avoid or mitigate any significant adverse impacts will be developed.

V. FTA Procedures

In accordance with the federal transportation planning regulations (23 CFR part 450) and the federal environmental impact regulations and related procedures (23 CFR part 771), the DEIS will be prepared to include an evaluation of the social, economic, and environmental impacts of the alternatives. The LRT Alternative was chosen as the Locally Preferred Strategy of the Major Investment Study completed in March of 1998. The project is included in the OKI Metropolitan Area Transportation Plan and conforming Transportation Improvement Program. The EIS and the Preliminary Engineering (PE) for the I-

71 LRT PE/EIS will be prepared simultaneously and documented in the DEIS. The Final EIS will consider the public and agency comments received during the public and agency circulation of the Draft Environmental Impact Statement, and OKI will select the Preferred Alternative. Then OKI, with FTA as lead agency, will continue with the preparation of the Final EIS. Opportunity for additional public comment will be provided throughout all phases of project development.

Issued on: April 1, 1999.

Joel P. Ettinger,

Regional Administrator, Federal Transit Administration.

[FR Doc. 99-8478 Filed 4-5-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33720]

Union Pacific Railroad Company— Trackage Rights Exemption—Blue Rapids Railway Company

Blue Rapids Railway Company (BRRC) has agreed to grant local trackage rights to Union Pacific Railroad Company (UP) over its line of railroad, known as the Bestwall Branch, extending from a UP junction at milepost 0.12 at Marysville to milepost 10.12 at Bestwall, a distance of 10 miles in Marshall County, KS.

The purpose of the trackage rights is to allow continued service on the line when the incumbent tenant withdraws.¹ The transaction is scheduled to be consummated upon receipt of authority in the related proceeding, STB Finance Docket No. 33652.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it contains false or misleading information, the exemption

¹ There is one shipper on the line located at Bestwall. The line is currently operated by Northeast Kansas & Missouri Division of Mid-Michigan Railroad, Inc. (NEKM), under a local trackage rights agreement, which is to be assigned to UP pursuant to this exemption. In a related proceeding, *Union Pacific Railroad Company—Acquisition and Operation Exemption—Mid Michigan Railroad, Inc.*, STB Finance Docket No. 33652. UP seeks to acquire and operate the main line extending from St. Joseph, MO, to Upland KS, near Maryville. That petition will be addressed by the Board in a separate decision.

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 will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33720, 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 Joseph D. Anthofer, Esq., 1416 Dodge Street, #830, Omaha, NE 68179.

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

Decided: March 30, 1999.

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

Vernon A. Williams,

Secretary.

[FR Doc. 99-8325 Filed 4-5-99; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Commission to Study Capital Budgeting (Advisory Commission to the President of the United States)

ACTION: Release of Final Report to the Public.

SUMMARY: The President's Commission to Study Capital Budgeting has released its final report to the public following the report's presentation to the National Economic Council on Tuesday, March 23, 1999. The report may be viewed at: <http://www.whitehouse.gov/pcscb>, the Commission website. Hard copies of the report may be obtained from the Superintendent of Documents, PO Box 371954, Pittsburgh, PA 15250-7954, at a cost of US\$6 (US\$7.50 to foreign addresses) per copy. Please provide the order number S/N 048-000-00524-1, full name, address, and daytime phone number with area code. Payment may be by check, GPO deposit account, VISA, Master Card, or Discover/NOVUS. Please provide card number, expiration date, and authorizing signature. Orders also may be filled by phone at (202) 512-1800, FAX to (202) 512-2250, or at any of the Government Printing Office (GPO) outlets.

The Commission contact is: Dick Emery, Executive Director, President's Commission to Study Capital Budgeting, Old Executive Office Building (Room 258), Washington, DC 20503, Voice: (202) 395-4630, Fax: (202) 395-6170, E-Mail: capital_budget@omb.eop.gov Website: <http://www.whitehouse.gov/pcscb>.