will also identify and analyze potential transportation corridors between Yosemite Avenue and Bellevue Road. No construction or right-of-way acquisition north of Yosemite Avenue is proposed to be included as part of this project.

The purpose (focused end result) of the Campus Parkway project is a transportation corridor that supplies sufficient capacity and connectivity to serve the northern and eastern portions of the City of Merced through the year 2025. Alternatives under consideration include: (1) Taking no action; and, (2) constructing a limited access expressway with the appropriate number of lanes to serve the anticipated demand for the design horizon (2025) within the right-of-way necessary to support the number of lanes required for the ultimate build-out of the Merced area. Three alternatives alignments have been identified that will be analyzed in the EIS.

Other proposed projects and actions that are likely to have an impact on the Campus Parkway project will be evaluated, including the potential cumulative impacts of the proposed UC Merced and adjacent University Community.

Public information meetings and a public hearing will be held for this project. A letter advising these meetings and hearing will be sent to appropriate Federal, State, and Local agencies as well as to private organizations and individuals who have expressed an interest in this project. The draft EIS will be available for public and agency review and comment prior to the public hearing. No formal scoping meeting is planned at this time.

To ensure that the full range of issues relate to this proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above. Comments received that responded to the January 25, 2000 notice will still be addressed, as well as any additional responses received as a result of this notice.

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

Issued on: April 12, 2001.

Glenn Clinton,

Team Leader, Program Delivery Team—North Sacramento, California.

[FR Doc. 01–10305 Filed 4–25–01; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Somerset County, Pennsylvania

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 highway project in Somerset County, Pennsylvania.

FOR FURTHER INFORMATION CONTACT: David W. Cough, P.E., Director of Operations, Federal Highway Administration, Pennsylvania Division Office, 228 Walnut Street, Harrisburg, PA 17101–1720, (717) 221–3411 or David L. Sherman, P.E., Project Manager, Pennsylvania Department of Transportation, District 9–0, 1620 North Juniata Street, Hollidaysburg, Pennsylvania, 16648, (814) 696–7172.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Pennsylvania Department of Transportation (PennDOT), will prepare an Environmental Impact Statement (EIS) to identify and evaluate alternatives for the transportation improvement of a 15.2 mile section of U.S. 219 between the northern terminus of the Meyersdale Bypass (upgraded U.S. 219) and the existing four-lane section of U.S. 219 near the Borough of Somerset, Pennsylvania. A partial realignment of the last mile of the existing four-lane section of U.S. 219 near Somerset may also be considered. Included in the overall project will be the identification of a range of alternatives that meet the project need and supporting environmental documentation and analysis to recommend a preferred alternative for implementation. A complete public involvement program is part of the project.

Based on a needs analysis completed in 1999, improvements to U.S. 219 are needed between Somerset, Pennsylvania and I–68 in Maryland based on deficient levels of service for most roadway segments; accident rates higher than the statewide average; geometric features which do not meet current design standards; increased travel times and delays; less efficient system linkage for motorists traveling between the four-lane section of U.S. 219 or the PA Turnpike (I–70/76) in Somerset and I–68 in Maryland; insufficient access to local communities; and significant contributing factor in limiting economic development.

Possible alternatives to the proposed project include: no build; transportation system management (TSM); relocation to the eastern portion of the study area, west of Berlin; relocation to the west in the vicinity of the Garrett Shortcut; and one additional alternative not yet defined. These alternatives will be the basis for a recommendation of alternative to be carried forward for detailed environmental and engineering studies in the EIS. Incorporated into and studied with the various alternatives will be design variations of grade and alignment.

Letters describing the proposed action and soliciting comments will be sent to appropriate federal, state, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Public meetings will be held in the area throughout the study process. Public involvement and agency coordination will be maintained throughout the development of the EIS.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to PennDOT at the address provided above.

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

James A. Cheatham,

FHWA Division Administrator, Harrisburg, PA.

[FR Doc. 01–10304 Filed 4–25–01; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB–582]

Napa Valley Wine Train, Inc.—Adverse Abandonment—in Napa Valley, CA

On April 6, 2001, the Napa Valley Flood Control and Water Conservation District (District) filed an adverse application under 49 U.S.C. 10903

requesting that the Surface Transportation Board (Board) authorize the abandonment by the Napa Valley Wine Train, Inc. (NVWT) of segments of NVWT's line located between milepost 67.50 and milepost 68.62, milepost 68.73 and milepost 69.33, and milepost 69.44 and milepost 70.00, in Napa County, CA. The three segments, totaling 2.28 miles, traverse United States Postal Service ZIP Codes 94558 and 94559 and include the stations of Rocktram and Napa, CA.

The District indicates that it filed the adverse abandonment application so it could proceed with plans to construct a federally-approved flood control project on the Napa River. These plans assertedly would require relocating the three segments of NVWT's rail line. According to the District, the relocations would be performed at no cost to NVWT, would provide NVWT with new facilities, and would allow NVWT to continue operations with very little interruption during the relocation phase. The District maintains that NVWT has refused to consent to the relocations unless the District extensively upgrades NVWT's facilities. The District claims that this refusal delays the flood control project and threatens its federal funding. To overcome NVWT's refusal to consent to the relocations, the District asks the Board to grant adverse abandonment for the segments, so that it can proceed under state condemnation law, if necessary, to relocate the segments, allowing construction of the flood control facilities. This agency and its predecessor have long held that granting an adverse abandonment application would remove this agency's primary jurisdiction over the line, thereby subjecting the line to actions under state law, including condemnation.[1]

In a decision served in this proceeding on March 30, 2001, the District was granted a waiver from several requirements of the Board's abandonment regulations in 49 CFR part 1152. Specifically, the District was granted waiver from 49 CFR 1152.10–14 and 1152.24(e)(1) pertaining to system diagram maps, and the publishing and posting notice requirements of 49 CFR 1152.20(a)(3) and (a)(4) and 1152.24(c). The decision also waived certain information required for an abandonment application in 49 CFR 1152.22 and permitted the District to include in its application only: the information called for in 49 CFR 1152.22(a)(1) through (4), and (6) through (8); the limited service information and revenue data which NVWT has provided to it; the name of each station on the line; certain additional information; and a draft **Federal Register** notice. The District was also granted waiver from the consummation notification requirements in 49 CFR 1152.24(f) and the 1-year authorization limit in 49 CFR 1152.29(e)(2). However, the District complied with the pre-filing notice requirements of 49 CFR 1152.20(a)(1) and (2) and 1152.20(b)(1) and served copies of its application on NVWT, the shipper served by the line,[2] and other parties listed in 49 CFR 1152.20(a)(2).

The District states that, to the best of its knowledge, the line does not contain federally granted rights-of-way. Any documentation in the District's possession will be made available promptly to those requesting it. The applicant's entire case for abandonment was filed with the application.

The interests of railroad employees will be protected by the conditions set forth in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

Any interested person may file written comments concerning the proposed abandonment or protests (including the protestant's entire opposition case) by May 21, 2001. All interested persons should be aware that, following any abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 U.S.C. 10905 (49 CFR 1152.28) or for a trail use condition under 16 U.S.C. 1247(d) (49 CFR 1152.29) must be filed by May 21, 2001. Each trail use request must be accompanied by a $150 filing fee. *See* 49 CFR 1002.2(f)(27). However, as noted in the March 30 decision, the District sought waivers and exemptions from the OFA procedures in 49 CFR 1152.27 and 49 U.S.C. 10904, the public use procedures in 49 CFR 1152.28 and 49 U.S.C. 10905, and the trail use/rail banking procedures in 49 CFR 1152.29. These requests will be addressed in the decision on the merits. The due date for applicant's reply is June 5, 2001.

Persons opposing the proposed adverse abandonment who wish to participate actively and fully in the process should file a protest. Persons who may oppose the abandonment but who do not wish to participate fully in the process by submitting verified statements of witnesses containing detailed evidence should file comments. Parties seeking information concerning the filing of protests should refer to section 1152.25.

All filings in response to this notice must refer to STB Docket No. AB–582 and must be sent to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423–0001 and (2) William A. Mullins, Troutman Sanders LLP, 401 9th Street, NW, Suite 1000, Washington, DC 20004–2134. The original and 10 copies of all comments or protests shall be filed with the Board with a certificate of service. Except as otherwise set forth in part 1152, every document filed with the Board must be served on all parties to the abandonment proceeding. 49 CFR 1104.12(a).

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Services at (202) 565–1592 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152.

The March 30 decision noted that the District had requested waiver from the environmental and historic preservation reporting requirements found in 49 CFR 1105, 49 CFR 1152.20(c), and 49 CFR 1152.22(f), arguing that its proposal has no environmental impact and therefore qualifies for treatment under 49 CFR 1105.6(c). However, the March 30 decision indicated that the District should make that showing in its application, rather than seeking a waiver.

In its application, the District asserts the environmental and historic review process has already been completed and certified through an environmental impact statement (EIS) prepared by the U.S. Army Corps of Engineers. The District further argues that the proposal is more like a rail relocation than an abandonment and consequently is exempt from environmental review because it would not exceed the thresholds set by the Board at 49 CFR 1105.7(e)(4 and 5). According to the District, the only effects of the relocation would be brief interruptions to NVWT's freight traffic during the six weeks of construction.

The Board's Section of Environmental Analysis (SEA) has determined that there is no need for additional environmental or historic review of the District's proposal. Any environmental/historic review performed by the Board would be duplicative and contrary to the goals of the National Environmental Policy Act. SEA also agreed with the

[1] *See Modern Handcraft, Inc.—Abandonment*, 363 I.C.C. 969 (1981); *Kansas City Pub. Ser. Frgt. Operations Exempt.—Aban.*, 7 I.C.C.2d 216, 224–26 (1990); and *Chelsea Property Owners—Aban.—The Consol. R. Corp.*, 8 I.C.C.2d 773, 778 (1992), *aff'd sub nom. Conrail* v. *ICC*, 29 F.3d 706 (D.C. Cir. 1994).

[2] The only shipper that is identified as being served by the line is B.P.B. Marco Paper Co. *See* Exhibit C to the District's petition.

District that no further environmental analysis is warranted because the proposed actions would not result in impacts that would exceed the thresholds set forth in section 1105.7(e)(4 and 5). Questions concerning environmental issues may be directed to SEA at (202) 565–1545. (TDD for the hearing impaired is available at 1–800–877–8339.)

Board decisions and notices are available on our website at *http://WWW.STB.DOT.GOV.*

Decided: April 20, 2001.

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

Vernon A. Williams,

Secretary.

[FR Doc. 01–10441 Filed 4–25–01; 8:45 am]

BILLING CODE 4915–00–P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

April 19, 2001.

The Department of the 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 May 29, 2001 to be assured of consideration.

Financial Crimes Enforcement Network (FinCEN)

OMB Number: New.

Form Number: None.

Type of Review: New collection.

Title: Money Service Business Program Response Form.

Description: This is a telephone survey to be conducted with previously-identified contacts at targeted money service businesses. Survey asks respondents to report methods used to educate employees about regulations and provide general organizational information.

Respondents: Business or other for-profit.

Estimated Number of Respondents: 600.

Estimated Burden Hours Per Respondent: 15 minutes.

Frequency of Response: Other (one time only).

Estimated Total Reporting Burden: 90 hours.

Clearance Officer: Lois K. Holland, (202) 622–1563, Departmental Offices, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

OMB Reviewer: Alexander T. Hunt, (202) 395–7860, Office of Management and Budget, Room 10202, New Executive Office Building, Washington, DC 20503.

Lois K. Holland,

Departmental Reports Management Officer.

[FR Doc. 01–10301 Filed 4–25–01; 8:45 am]

BILLING CODE 4810–31–P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

April 19, 2001.

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 May 29, 2001 to be assured of consideration.

Internal Revenue Service (IRS)

OMB Number: 1545–0908.

Form Number: IRS Forms 8282 and 8283.

Type of Review: Extension.

Title: Donee Information Return (Sale, Exchange or Other Disposition of donated Property) (8282); and Noncash Charitable Contributions (8283).

Description: Internal Revenue Code section 170(a)(1) and regulation section 1.170A–13(c) require donors of property valued over $5,000 to file certain information with their tax return in order to receive the charitable contribution deduction. Form 8283 is used to report the required information. Code section 6050L requires donee organizations to file an information return with the IRS if they dispose of the property received within two years. Form 8282 is used for this purpose.

Respondents: Individuals or households, Business or other for-profit.

Estimated Number of Respondents/Recordkeeper: 1,051,000.

Estimated Burden Hours Per Respondent/Recordkeeper:

	Form 8282	Form 8283 (minutes)
Recordkeeping	3 hr., 35 min.	19
Learning about the law or the form	12 min.	29
Preparing the form	15 min.	36
Copying, assembling, and sending the form to the IRS		34

Frequency of Response: Annually.

Estimated Total Reporting/Recordkeeping Burden: 3,019,050 hours.

Clearance Officer: Garrick Shear, Internal Revenue Service, Room 5244, 1111 Constitution Avenue, NW., Washington, DC 20224.

OMB Reviewer: Alexander T. Hunt, (202) 395–7860, Office of Management and Budget, Room 10202, New Executive Office Building, Washington, DC 20503.

Lois K. Holland,

Departmental Reports Management Officer.

[FR Doc. 01–10302 Filed 4–25–01; 8:45am]

BILLING CODE 4830–01–P

DEPARTMENT OF THE TREASURY

Office of Thrift Supervision

Proposed Agency Information Collection Activities; Comment Request

ACTION: Notice and request for comments.