

the current charter regulations, a recipient of FTA assistance may not provide charter service except under certain limited exceptions.

DATES: The meeting will take place on September 12, 1996, from 9 a.m. to 4 p.m.

ADDRESSES: The meeting will be held in room 10234-10238 at the Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT:

Walter Kulyk, Office of Mobility Innovation, Federal Transit Administration (TRI-10), at 202-366-4991.

SUPPLEMENTARY INFORMATION:

Background

Section 3040 of ISTEA directed FTA to issue regulation to implement a charter service demonstration in not more than four states. During the demonstration, public transit operators would be permitted to provide charter service to meet the charter needs of government, civic, charitable, and other community organizations that would not otherwise be served in a cost effective or efficient manner. Section 3040 required FTA to submit a report to Congress evaluating the effectiveness of the charter demonstration program and providing recommendations for improving the current service regulations.

In conformance with section 3040, FTA established in eight sites nationwide a demonstration program aimed at determining whether FTA's charter regulations should be amended to allow public transit agencies to provide charter service to government, charitable, civic, and community groups that would otherwise not be served in a cost effective and efficient manner. The report provides detailed information about the type and amount of service provided during the demonstration, as well as the impact of the demonstration on customers served and on private charter operators.

FTA Charter Demonstration

FTA established a Federal Advisory Committee (FAC), comprised of individuals equally representing public and private operators, to assist FTA in implementing regulations establishing the charter demonstration. FTA issued a Notice of Proposed Rulemaking (NPRM) in the Federal Register on October 28, 1992, soliciting proposals from transit agencies to participate in the demonstration. FTA received six proposals and, after consulting with the FAC, selected the following public

operators to participate in the demonstration:

* Monterey-Salinas Transit, Monterey, California.

* Central Oklahoma Transportation and Parking Authority, Oklahoma City, Oklahoma.

* Bi-State Development Agency, St. Louis, Missouri.

* Michigan Department of Transportation on behalf of four unnamed transit agencies within the State of Michigan.

* Yolo County Transit Authority, Yolo County, California.

MDOT subsequently selected the following public transit operators to participate in the demonstration in Michigan:

* Isabella County Transportation Commission, Isabella County, Michigan.

* Capital Area Transit Authority, Lansing, Michigan.

* Marquette County Area Transportation Authority, Marquette County, Michigan.

* Muskegon Area Transit System, Muskegon, Michigan.

FTA issued the Final Rule on July 9, 1993 implementing the charter demonstration for a one-year period from August 9, 1993 through August 9, 1994. FTA subsequently extended the demonstration to October 31, 1994, and again to October 31, 1995, to address public operators' concerns that the demonstration did not provide adequate time for full implementation.

Local Implementation of the Charter Demonstration

The Charter Bus Demonstration Regulations emphasized the need for a local decision making process. The final rule provided for the selection of a local advisory committee, appointed by the Board, composed of equal representation of public and private operators. The local advisory committees in each site developed a local charter policy, and the Board approved it. The Board automatically approved the local charter policy if the Committee unanimously approved it. The Committee provided a means for both the public and private sectors to express their opinions and encouraged cooperation among the groups.

In each demonstration site, the local committees agreed to broad categories of customers that the public operator could serve during the demonstration. Several of the committees debated in the initial meetings whether to permit broad categories or to review exceptions on a case-by-case basis. Generally, committee members agreed that the process of reviewing each charter request to determine whether the public operator

could provide the service was cumbersome and did not serve the customer well.

Although each local advisory committee developed its own policy for the demonstration, the local charter policies focused on the following groups and types of charter:

* Member governments.

* Economic development groups and chambers of commerce.

* Convention-related charters.

* Community organizations and events.

* Charters with unique equipment.

* Charters for private individuals and organizations through a referral process.

The Draft Final Report

In conformance with section 3040 of ISTEA, FTA has prepared a draft final report that sets out the findings of the demonstration program and makes proposals for improving the current charter regulations. The report provides detailed data on the amount and type of service provided by public operators during the demonstration, the categories of groups served, and the impact of this service on both customers and private charter operators.

Prior to finalizing this report and its proposals for modifying the current charter regulations, FTA wishes to convene a public meeting to discuss the demonstration findings and conclusions.

This meeting will be open to all interested parties. FTA will submit a final report to Congress after the meeting.

Issued on: August 14, 1996.

Gordon J. Linton,
Administrator.

[FR Doc. 96-21112 Filed 8-19-96; 8:45 am]

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Maritime Administration

[Docket No. M-022]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

DATES: Comments should be submitted on or before October 21, 1996.

FOR FURTHER INFORMATION CONTACT: John M. Pisani, Director, Office of Ports and

Domestic Shipping, Maritime Administration, MAR-830, Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-4357 or fax 202-366-6988. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Port Facilities Inventory.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133-0023.

Form Number: MA-400.

Expiration Date of Approval: October 31, 1996.

Summary of Collection of Information: The collection of port facility data from terminal owners will permit the Maritime Administration to maintain information on those essential port facilities that are required for emergency use at the proper level of accuracy and currency. These surveys would be used only in the event the data contained on these facilities fell below a level of currency deemed adequate for emergency planning purposes.

Need and Use of the Information: Executive Order 12656, as amended, assigns emergency preparedness functions to the Secretary of Transportation and 49 CFR 1.45 further delegates such authority to the department's Administrators. This requires the Maritime Administration to guarantee that individual port facilities and services are available for use by federal agencies prior to and during national defense emergencies.

Description of Respondents: Port terminal owners.

Annual Responses: 50.

Annual Burden: 1 hour.

Comments: Send all comments regarding this information collection to Joel C. Richard, Department of Transportation, Maritime Administration, MAR-120, Room 7210, 400 Seventh Street, SW., Washington, DC 20590. Send comments regarding whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance quality, utility, and clarity of the information to be collected.

By Order of the Maritime Administrator.

Dated: August 14, 1996.

Joel C. Richard,

Secretary.

[FR Doc. 96-21139 Filed 8-19-96; 8:45 am]

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Surface Transportation Board¹

[STB Docket No. AB-397 (Sub-No. 4X)]

Tulare Valley Railroad Company— Abandonment Exemption—in Tulare County, CA

Tulare Valley Railroad Company (TVR) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon approximately 5 miles of railroad from milepost 15.1 at Tulare to milepost 20+1191.3 at Loma, in Tulare County, CA.²

TVR has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on September 19, 1996, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,³ formal expressions of intent to

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to the Board's jurisdiction pursuant to 49 U.S.C. 10903.

² The City of Tulare (City) filed a request for an issuance of a notice of interim trail use (NITU) for the line pursuant to section 8(d) of the National Trails System Act, 16 U.S.C. 1247(d). The Board will address the City's trail use request, and any others that may be filed, in a subsequent decision.

³ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the

file an OFA under 49 CFR 1152.27(c)(2),⁴ and trail use/rail banking requests under 49 CFR 1152.29⁵ must be filed by August 30, 1996. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by September 9, 1996, with: Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: Paul C. Oakley, Esq., Weiner, Brodsky, Sidman & Kider, P.C., 1350 New York Ave., N.W., Suite 800, Washington, DC 10005-4797.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

TVR has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by August 23, 1996. Interested persons may obtain a copy of the EA by writing to SEA (Room 3219, Surface Transportation Board, Washington, DC 20423) or by calling Elaine Kaiser, Chief of SEA, at (202) 927-6248. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Decided: August 14, 1996.

By the Board, David M. Konschnick,
Director, Office of Proceedings.
Vernon A. Williams,
Secretary.

[FR Doc. 96-21160 Filed 8-19-96; 8:45 am]

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DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

August 14, 1996.

The Department of the Treasury has submitted the following public information collection requirement(s) to

exemption's effective date. *See Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

⁴ *See Exempt. of Rail Abandonment—Offers of Finan. Assist.*, 4 I.C.C.2d 164 (1987).

⁵ The Board will accept late-filed trail use requests so long as the abandonment has not been consummated and the abandoning railroad is willing to negotiate an agreement.