special affordable housing, i.e., housing meeting the needs of, and affordable to, low-income families in low-income areas and very low-income families. On January 2, 1996, the Secretary's regulation on the GSEs, codified at 24 CFR, part 81, became effective. (See 60 FR 61846, Dec. 1, 1995).

Under the Act and regulations, in considering whether a rental dwelling unit that is financed by a GSE mortgage purchase is affordable and counts toward any housing goal, the Secretary must consider the income of tenants if income information is available. Where income information is not available, rent on the dwelling unit is used as a proxy and compared to the rent levels affordable to very low-, low-, and moderate-income families and families whose incomes do not exceed 50 percent of the area median income (''especially low-income families'').[2] To be considered affordable and count under the goal, the rent cannot exceed 30 percent of the maximum income level of the family's classification, with adjustments for unit size.[3]

Under the regulation, ''rent'' is defined as contract rent, but only where the contract rent includes the cost of all utilities.[4] In all other instances, rent is contract rent plus (1) the actual cost of utilities or (2) a utility allowance.[5] The regulation allows the GSEs to choose from two different utility allowances—the allowances used in the HUD Section 8 Program or the utility allowances derived from the American Housing Survey (AHS) and issued annually by the Secretary.[6]

On May 1, 1996, a notice was issued establishing the utility allowances for 1996 and 1997 (61 FR 19466). Those utility allowances were based on the Department's analysis of data from the 1993 AHS.

This notice announces the AHS-derived utility allowances for 1998 and 1999. In establishing these allowances, the Department analyzed 1995 AHS data on the mean costs, based on unit type (i.e., number of bedrooms), paid by renters in both multifamily and single-family properties for electricity, gas, oil, water, and other utilities.[7]

The GSEs were advised by letter dated May 12, 1998, that these allowances would be published in the **Federal Register** and that they would become effective on July 1, 1998, but could be implemented sooner at the GSEs' option.

The Utility Allowances

In accordance with sections 1321, 1331–33, and 1336 of the Federal Housing Enterprises Financial Safety and Soundness Act (12 U.S.C. 4541, 4561–63, and 4566), and as provided in paragraph (1) under the definition of ''utility allowance'' in section 81.2(b) of Title 24 of the Code of Federal Regulations, the AHS-derived utility allowances for 1998 and 1999 are as follows:

Type of property	Number of bedrooms in dwelling unit			
	Efficiency	1	2	3 or more
Multifamily	$51	$61	$79	$105
Single family	61	81	111	145

These utility allowances are applicable to the GSEs' determination of eligibility of rental units to count toward their annual housing goals and not to other programs or regulatory functions of the Department of Housing and Urban Development.

Effect of Notice Beyond 1999

For 2000 and thereafter, the Secretary shall establish AHS-derived utility allowances by subsequent notice. Pending establishment of such allowances for 2000 and thereafter, the allowances in this notice shall continue to be used by the GSEs.

Dated: July 1, 1998.

Andrew Cuomo,

Secretary.

[FR Doc. 98–18094 Filed 7–7–98; 8:45 am]

BILLING CODE 4210–27–P

[2] Sections 1332(c) and 1333(c).

[3] Sections 1332(c)(2) and 1333(c)(2).

[4] 24 CFR 81.2.

[5] *Id.*

[6] *Id.*

[7] The AHS means have been adjusted to reflect the 5.7 percent increase in the Consumer Price Index for Fuel and Other Utilities (CPIFOU) between the fourth quarter of 1995 (the approximate midpoint of August 1995–February 1996, the period when the 1995 AHS was conducted) and the fourth quarter of 1997 and the projected 0.3 percent decrease in the CPIFOU between the fourth quarter of 1997 and the fourth quarter of 1998, as projected by Data Resources, Inc.

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

Notice of Receipt of Applications for Permit

The following applicants have applied for a permit to conduct certain activities with endangered species. This notice is provided pursuant to Section 10(c) of the Endangered Species Act of 1973, *as amended* (16 U.S.C. 1531, *et seq.*):

PRT–844265

Applicant: Zoological Society of San Diego, San Diego, CA.

The applicant requests a permit to export four captive-hatched Andean condors (*Vultur gyphus*) to Columbia to enhance the survival of the species through reintroduction into the wild.

PRT–843149

Applicant: International Snow Leopard Trust, Seattle, WA.

The applicant requests a permit to import and re-export non-invasively collected biological samples from endangered and threatened mammals in Asia, for the purpose of scientific research.

PRT–843877

Applicant: White Oak Conservation Center, Yulee, FL.

The applicant requests a permit to import six captive-held visayan deer (Cervus alfredi) from the Phillippines to enhance the survival of the species through captive breeding.

Written data or comments should be submitted to the Director, U.S. Fish and Wildlife Service, Office of Management Authority, 4401 North Fairfax Drive, Room 700, Arlington, Virginia 22203 and must be received by the Director within 30 days of the date of this publication.

Documents and other information submitted with these applications are available for review, *subject to the requirements of the Privacy Act and Freedom of Information Act,* by any party who submits a written request for a copy of such documents to the following office within 30 days of the date of publication of this notice: U.S. Fish and Wildlife Service, Office of Management Authority, 4401 North

Fairfax Drive, Room 700, Arlington, Virginia 22203. Phone: (703/358–2104); FAX: (703/358–2281).

Dated: July 2, 1998.

MaryEllen Amtower,

Acting Chief, Branch of Permits, Office of Management Authority.

[FR Doc. 98–18090 Filed 7–7–98; 8:45 am]

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DEPARTMENT OF THE INTERIOR

Geological Survey

Federal Geographic Data Committee (FGDC); Public Comment on the Proposal To Develop the ''NSDI Framework Road Data Model Standard'' as a Federal Geographic Data Committee Standard

ACTION: Notice; Request for comments.

SUMMARY: The FGDC is soliciting public comments on the proposal to develop a ''NSDI Framework Road Data Model Standard.'' If the proposal is approved, the standard will be developed following the FGDC standards development and approval process and will be considered for adoption by the FGDC.

In its assigned federal leadership role in the development of the National Spatial Data Infrastructure (NSDI), the Committee recognizes that FGDC standards must also meet the needs and recognize the views of State and local governments, academia, industry, and the public. The purpose of this notice is to solicit such views. The FGDC invites the community to review the proposal and comment on the objectives, scope, approach, and usability of the proposed standard; identify existing related standards; and indicate their interest in participating in the development of the standard.

DATES: Comments must be received on or before July 25, 1998.

CONTACT AND ADDRESSES: Comments may be submitted via Internet mail or by submitting electronic copy on diskette. Send comments via internet to: gdc-rdmod@www.fgdc.gov.

A soft copy version, on a 3.5 x 3.5 diskette in WordPerfect 5.0 or 6.0/6.1 format, along with one hardcopy version of the comments may be sent to the FGDC Secretariat (attn: Jennifer Fox) at U.S. Geological Survey, 590 National Center, 12201 Sunrise Valley Drive, Reston, Virginia, 20192.

SUPPLEMENTARY INFORMATION: Following is the complete proposal for the ''NSDI Framework Road Data Model Standard''.

Project Title: NSDI Framework Road Data Model Standard

Submitting Organization: FGDC Ground Transportation Subcommittee

Point of Contact: Bruce D. Spear, U.S. Department of Transportation, Bureau of Transportation Statistics (BTS), (202) 366–8870, bruce.spear@bts.gov

Objectives

To provide a logical data model for identifying unique road segments which are independent of cartographic or analytic network representation. These road segments will form the basis for maintenance of NSDI framework road data (through transactions or other means), and for establishing links among road segments and attribute data.

Scope

In accordance with the *FGDC Standards Reference Model*, the NSDI Framework Road Data Model is being proposed under the classification of a data content standard. However, it also includes mandatory standards for assigning and reporting identification codes as well as voluntary guidelines for data collection under the classification of a process standard.

This standard will specify a conceptual model for identifying physical road segments that are temporally stable and independent of any cartographic representation, scale, level of detail or network application, and a process for combining the road segments to create topologically connected analytical networks. The model will include a set of locational descriptors for each road segment included in the NSDI framework road layer, and a format for a unique identification code to be assigned to each identified segment. The standard will also specify a process for assigning, modifying and recording road segment identification codes.

Guidelines for selecting and locating the end points of appropriate road segments will be included as an informative appendix. The user of the standard does not have to follow the guidelines to be in conformance with the standard.

The basic road data model can be extended to cover other transportation networks including railroads, commercial waterways, pipelines, and public transit guideways. Other network layers may require different process standards for assigning and recording identification codes. These additional process standards are not included as part of this initial standard.

Justification/Benefits

There are currently no national standards for identifying, segmenting, or representing road segments in digital geo-spatial databases. Database developers segment road networks to satisfy their specific application needs; however, the specific segmentation scheme may not be appropriate for other applications. Furthermore, there is no standard approach for documenting the relationship between a digitized road segment and the physical road feature that it represents. Consequently, the exchange of attribute information between two different road databases representing the same geographic area is difficult, time consuming and error prone.

A national standard for identifying and documenting road segments will facilitate data exchange among different users by providing well defined, common reference segments that are tied to the physical road feature, rather than to any cartographic or network abstraction of that feature. Furthermore, the proposed standard road data model will allow users to create customized topological networks from the reference segments without modifying the properties of the reference segments themselves. This will facilitate transactional updates to framework road databases by allowing new road features to be added without changing existing road segments.

Development Approach

A Road Data Model Team will be assembled to review the technical development of the standard and to provide appropriate outreach to the transportation community. (See POTENTIAL PARTICIPANTS, below.)

An initial draft of the road data model will be prepared under contract, funded by BTS (in progress). The initial draft will be based, in large part, on the preliminary road data models emerging from the NSDI Framework Road Data Modeling Workshop, held at Wrightsville Beach, NC, in December 1997. These preliminary data models are compatible with the generic linear data model developed under the National Cooperative Highway Research Program (NCHRP) Project 20–27.

The initial draft will be reviewed by the Road Data Model Team and revised based on concerns and recommendations expressed by team members. Depending on the nature of the review comments, one or more meetings may be convened to resolve differences among the team. Team members will also be responsible for informing their constituencies about the road data model standard and for collecting and summarizing the requirements of their respective stakeholders groups.