

How to obtain copies: A copy may be obtained by writing the U.S. Department of Transportation, Subsequent Distribution Office, DOT Warehouse SVC-121.23, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20785, or by faxing your request to that office at 301-386-5394.

Issued in Kansas City, Missouri, on October 29, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-29779 Filed 11-5-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Douglas County, CO

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/4(f) evaluation will be prepared for transportation improvements in Douglas County, Colorado.

FOR FURTHER INFORMATION CONTACT: Mr. Joe Duran, FHWA, Colorado Division, 555 Zang Street, Room 250, Lakewood, CO, 80228, Telephone: (303) 969-6730 extension 385, or Ms. Theresa Tiehen, Colorado Department of Transportation, Region 1, 18500 East Colfax Avenue, Aurora, CO 80011, Telephone: (303) 757-9285.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with the Colorado Department of Transportation (CDOT) will prepare an environmental impact statement (EIS)/Section 4(f) evaluation for transportation improvements on Interstate 25 (I-25) between the I-25/Lincoln Avenue interchange (I-25 Milepost 193) and south of Castle Rock (I-25 Milepost 178) a distance of approximately 15 miles and on Colorado State Highway 85 (SH 85) as an alternative route between the Colorado 470 (C-470) (SH 85 Milepost 200) and the SH 85/I-25 interchange in Castle Rock (SH 85 Milepost 184) a distance of approximately 16 miles. The EIS will be conducted in conjunction with a major investment study (MIS) for the I-25 and SH 85 north-south corridor between Castle Rock and Denver. The proposed improvements will be identified in the MIS and the EIS/Section 4(f) evaluation.

The MIS and EIS/Section 4(f) evaluation will evaluate improvement

alternatives to compare to the No-Build Alternative. These alternatives include additional general purpose lanes on I-25 and SH 85, toll facility lanes on I-25, exclusive bus/carpool lanes on I-25, rail alternatives along I-25 and SH 85, transportation management options (such as transportation systems management, transportation demand management and intelligent transportation systems), new or improved interchanges on I-25, and combinations of the various alternatives. The EIS will satisfy the requirements of the 1990 Clean Air Act Amendments.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies. Project scoping will be accomplished through coordination with affected parties, organizations, federal, state, and local agencies and through public meetings in the project corridor. Information on the time and place of the public scoping meetings will be provided in the local newspapers. To be placed on the public mailing list to receive additional project information, contact Theresa Tiehen at the address previously provided. The MIS and draft EIS/Section 4(f) evaluation will be available for public and agency review and comment prior to the public hearing.

To ensure that a full range of issues related to the proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS/Section 4(f) evaluation should be directed to Theresa Tiehen at the CDOT address previously provided.

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

Issued on: October 20, 1998.

Ronald A. Speral,

Environmental/ROW Program Manager, Colorado Division, Federal Highway Administration, Lakewood, Colorado.

[FR Doc. 98-29713 Filed 11-5-98; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33666]

Belt Line Division of Tacoma Public Utilities—Operation Exemption—in Pierce, Thurston and Lewis Counties, WA

Belt Line Division of Tacoma Public Utilities (Belt Line), an existing Class III carrier,¹ has filed a verified notice of exemption under 49 CFR 1150.41 to operate approximately 131.5 miles of the City of Tacoma, WA (City), rail line (the line) in Pierce, Thurston, and Lewis Counties, WA: (1) between milepost 2192.0, at Tacoma, and milepost 17.7, at Chehalis; and (2) between milepost 2192.0, at Tacoma, and milepost 64.2, at Morton. The lines have been operated previously by Tacoma Eastern Railway Company (TE).²

Pursuant to 49 CFR 1150.42(e), Belt Line certified on October 23, 1998, that its annual revenues exceed \$5 million and that it has, as of September 23, 1998, served the national offices of the labor unions with a copy of a notice of its intent to undertake this transaction and posted such notice at the workplace of the employees on the affected lines on September 23, 1998.

The transaction was expected to be consummated on or after October 30, 1998.³

If the notice contains false or misleading information, the exemption 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

¹ Applicant represents that the Charter of the City divides its operations into Public Utilities and General Government. The General Government portion of the City evidently owns the lines discussed in this notice and is negotiating with the Public Utilities portion of the City, which is evidently responsible for operations. Belt Line currently operates a shortline railroad in support of the Port of Tacoma.

² The Board recently granted the City's application under 49 U.S.C. 10903 permitting the discontinuance of operations by TE over the line. See *Tacoma Eastern Railway Company—Adverse Discontinuance of Operations Application—a Line of City of Tacoma, in Pierce, Thurston and Lewis Counties, WA*, STB Docket No. AB-548 (STB served Oct. 16, 1998).

³ The date of consummation under normal circumstances would be December 22, 1998 (60 days after Belt Line's certification to the Board that it had complied with the Board's rule at 49 CFR 1150.42(e)). In a decision in this proceeding served on October 30, 1998, the Board found that sufficient notice to rail employees and their representatives had been given under the circumstances of this case and, at the request of Belt Line, waived, in part, the 60-day period to allow consummation on October 30, 1998.

Docket No. 33666 must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, D.C. 20423-0001. In addition, a copy of each pleading must be served upon Peter A. Greene, Esq., Thompson Hine & Flory LLP, 1920 N Street, N.W., Suite 800, Washington, DC 20036.

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

Decided: November 2, 1998.

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

Vernon A. Williams,
Secretary.

[FR Doc. 98-29822 Filed 11-5-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33675]

Minnesota Commercial Railway Company—Lease and Operation Exemption—Canadian Pacific Railway Company (Soo Line District)

Minnesota Commercial Railway Company (MC), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire by long-term lease from the Canadian Pacific Railway Company (Soo Line District) (CP) and operate (1) approximately 22 miles of trackage in an area known as the South Minneapolis Switching District from approximately milepost 416+/- to the end of track maintenance, at about 48th Street, South, Minneapolis, MN (no milepost); and (2) one mile of incidental trackage over CP's trackage east of Merriam Park.

Because MC's projected annual revenues after the transaction will exceed \$5 million, MC has certified to the Board that the required notice of the transaction was sent to the national offices of the labor unions representing employees on the line and posted at the workplace of the employees on the affected lines on July 31, 1998. See 49 CFR 1150.42(e).¹ The transaction was

¹ While the required notice to employees had been given on July 31, 1998, MC did not certify to the Board that it had done so until October 22, 1998, when it filed its notice of exemption. The exemption would normally become effective 60 days after MC's certification to the Board that it had complied with the Board's rule at 49 CFR 1150.42(e). In a decision in this proceeding served on October 30, 1998, however, the Board found that sufficient notice to rail employees and their representatives had been given in this case and, at the request of MC, waived, in part, the 60-day period to allow consummation on November 1, 1998.

scheduled to be consummated on November 1, 1998.

If the notice contains false or misleading information, the exemption 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 does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33675, 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 Eugenia Langan, Esq., Shea and Gardner, 1800 Massachusetts Avenue, N.W., Washington, DC 20036.

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

Decided: November 2, 1998.

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

Vernon A. Williams,
Secretary.

[FR Doc. 98-29823 Filed 11-5-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33676]

Minnesota Commercial Railway Company—Lease and Operation Exemption—Union Pacific Railroad Company

Minnesota Commercial Railway Company (MC), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire by long-term lease from the Union Pacific Railroad Company (UP) and operate approximately 2.95 miles +/- of industrial trackage in an area known as the Southeast Minneapolis Switching District.¹

Because MC's projected annual revenues after the transaction will exceed \$5 million, MC has certified to the Board that the required notice of the transaction was sent to the national offices of the labor unions representing employees on the line and posted at the workplace of the employees on the affected lines on August 31 1998. See 49 CFR 1150.42(e).² The transaction was

¹ MC notes that the trackage is all yard limit industrial switching territory and that no mileposts are assigned this area by UP.

² While the required notice to employees had been given on August 31, 1998, MC did not certify to the Board that it had done so until October 22, 1998, when it filed its notice of exemption. The exemption would normally become effective 60

scheduled to be consummated on November 1, 1998.

If the notice contains false or misleading information, the exemption 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 does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33676, 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 Eugenia Langan, Esq., Shea and Gardner, 1800 Massachusetts Avenue, N.W., Washington, DC 20036.

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

Decided: November 2, 1998.

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

Vernon A. Williams,
Secretary.

[FR Doc. 98-29824 Filed 11-5-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-290 (Sub-No. 203X)]¹

Norfolk Southern Railway Company—Abandonment Exemption—in Madison and Bond Counties, IL

On October 16, 1998, Norfolk Southern Railway Company (NSR) filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption

days after MC's certification to the Board that it had complied with the Board's rule at 49 CFR 1150.42(e). In a decision in this proceeding served on October 30, 1998, however, the Board found that sufficient notice to rail employees and their representatives had been given in this case and, at the request of MC, waived, in part, the 60-day period to allow consummation on November 1, 1998.

¹ NSR has filed with the Board two related petitions for exemption. In *Norfolk Southern Railway Company—Purchase Exemption—Union Pacific Railroad Company*, STB Finance Docket No. 33609 (STB served Oct. 29, 1998), NSR is proposing to purchase from UP, and to operate approximately 15.3 miles of rail line between Monterey Junction, IL (including the southwest leg of the wye track at Monterey Junction), and DeCamp, IL, plus certain yard tracks at Madison, IL. In *Norfolk Southern Railway Company—Lease and Operation Exemption—Union Pacific Railroad Company*, STB Finance Docket No. 33610 (pending), NSR is proposing to lease from UP, and to operate, approximately 4.7 miles of rail line between Monterey Mine No. 1 near Carlinville, IL, and Monterey Junction, IL, and a leg of the wye track and related trackage at Monterey Junction.