

Issued in Washington, DC, on August 9, 1999.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

Docket No. FRA-1999-5754

Applicant: CSX Transportation, Incorporated, Mr. E.G. Peterson, Assistant Chief Engineer, Signal Design and Construction, 4901 Belfort Road, Suite 130 (S/C J-370), Jacksonville, Florida 32256.

CSX Transportation Incorporated seeks approval of the proposed modification of the traffic control system, on Main Track No. 2, at milepost CA-403.1, South Fayette, West Virginia, on the New River Subdivision, C&O Business Unit, consisting of the following:

1. Discontinuance and removal of absolute controlled signals 58RA, 58RC, and 58L;
2. Conversion of the power-operated switch to hand operation; and
3. Installation of back to back intermediate signals 4030 and 4031, and signal E1.

The reason given for the proposed changes is to increase operating efficiency.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the Protestant in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PI-401, Washington, DC 20590-0001. Communications received within 45

days of the date of this notice will be considered by the FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at DOT Central Docket Management Facility, Room PI-401 (Plaza Level), 400 Seventh Street, SW, Washington, DC 20590-0001. All documents in the public docket are also available for inspection and copying on the internet at the docket facility's Web site at <http://dms.dot.gov>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC, on August 9, 1999.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

Docket No. FRA-1999-5751

Applicant: Union Pacific Railroad Company, Mr. Phil Abaray, Chief Engineer—Signals, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000.

Union Pacific Railroad Company seeks approval of the proposed modification of the traffic control system, on the single main track, of the Palestine Subdivision, near Palestine, Texas, consisting of the discontinuance and removal of automatic signals 06 and 07 at milepost 82.2 and automatic signals 11R and 12R at milepost 82.9.

The reason given for the proposed changes is that removal of switches and changes in train operation no longer require signals at these locations.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the Protestant in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PI-401, Washington, DC 20590-0001.

Communications received within 45 days of the date of this notice will be considered by the FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.—5 p.m.) at DOT Central Docket Management Facility, Room PI-401 (Plaza Level), 400 Seventh Street, SW, Washington, DC 20590-0001. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC on August 9, 1999.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49, Code of Federal Regulations, Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification

of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

Docket No. FRA-1999-5752

Applicant: Union Pacific Railroad Company, Mr. Phil Abaray, Chief Engineer—Signals, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000.

Union Pacific Railroad Company seeks approval of the proposed modification of the traffic control system, on the single main track and siding, near Delta, Missouri, milepost 138.6, on the Chester Subdivision, consisting of the discontinuance and removal of automatic signals 161, D161, 162, and D162.

The reason given for the proposed changes is that signals are no longer required since the at-grade railroad crossing is no longer in service and the tracks crossing the railroad have been retired.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the Protester in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PI-401, Washington, DC 20590-0001. Communications received within 45 days of the date of this notice will be considered by the FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.–5 p.m.) at DOT Central Docket Management Facility, Room PI-401 (Plaza Level), 400 Seventh Street, SW, Washington, DC 20590-0001. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC, on August 9, 1999.

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Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Supplemental Environmental Impact Statement on the Los Angeles Eastside Transit Corridor

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare a Supplemental Environmental Impact Statement.

SUMMARY: The Federal Transit Administration (FTA), as Federal lead agency, and the Los Angeles County Metropolitan Transportation Authority (MTA) intend to prepare a Re-Evaluation Major Investment Study (MIS) and a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act of 1969 (NEPA) on a proposal by MTA to provide additional transit service to the Eastside communities within the Los Angeles metropolitan area. In addition to NEPA, the proposed project is subject to compliance with the California Environmental Quality Act (CEQA); therefore, a joint SEIS/Supplemental Environmental Impact Report (SEIR) will be prepared.

The Re-Evaluation MIS and the SEIS/SEIR will consider the following alternatives: (1) Exclusive busway alternatives between Union Station and Whittier/Atlantic via 1st St., Lorena, Whittier or other alternative arterial roadways that would be at-grade or elevated. (2) Light rail alternatives between Union Station and Whittier/Atlantic via 1st St., Lorena, Whittier or other alternative arterial roadways that would be at-grade or elevated. (3) A Heavy Rail alternative from Union Station to Chevaz/Soto without a Little Toyko station. (4) The Heavy Rail LPA initial operating segment (IOS-2, 3.7 miles) from Union Station to 1st/Lorena as identified in the Los Angeles Eastside Corridor Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), May 1994 and the FTA Record of Decision, December 1994 and is the currently suspended Locally Preferred Alternative project. (5) The Heavy Rail Locally Preferred Alternative (LPA) from Union Station to Whittier/Atlantic. This 6.8-mile alternative

consists of a heavy rail subway that would follow the alignment identified in the 1994 FEIS/FEIR and the FTA Record of Decision, December 1994. (6) A Transportation Demand Management (TDM)/Transportation System Management (TSM) Alternative. (7) A No Build Alternative, which involves no change to transportation services or facilities in the corridor beyond already committed projects. Potential new feasible alternatives generated through the scoping process will also be considered.

The results of the Re-Evaluation MIS process is intended to narrow the alternatives to be evaluated in detail in the SEIS/SEIR. Scoping will be accomplished through correspondence with interested persons, organizations, and Federal, State, and local agencies; three public scoping meetings; and one inter-agency scoping meeting.

DATES: Comment Due Date: Written comments on the scope of alternatives and impacts to be considered should be submitted by September 10, 1999. Written comments should be sent to Mr. Steven Byre, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, California 90012. Written comments may also be made at the public scoping meetings scheduled below. Scoping meeting: The public scoping meetings will take place on the following days and locations at the time indicated:

1. Tuesday, August 24, 1999, 4:30 p.m. to 8 p.m.—Resurrection Parish Hall, 3324 E. Opal Street, Los Angeles, CA 90023

2. Thursday, August 26, 1999, 4:30 p.m. to 8 p.m.—St. Alphonsus School Auditorium, 552 S. Amalia, Los Angeles, CA 90022

3. Wednesday, September 2, 1999, 4:30 p.m. to 8 p.m.—Montebello City Hall, City Council Chamber, 1600 West Beverly Blvd., Montebello, CA 90640

A scoping meeting for governmental agencies will be held on Wednesday, August 25 1999, 9 a.m. to 11 a.m.—Los Angeles County MTA, 1 Gateway Plaza, 3rd Floor Board Room, Los Angeles, CA 90012.

People with special needs should contact Steven Byre at MTA at the address below or by calling (213) 922-3078. The selected locations are accessible to people with disabilities.

The scoping meetings will be held in an "open-house" format, and representatives will be available to discuss the project throughout the time periods given. Informational displays and written material will also be available throughout the time periods given.