

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Environmental Impact Statement:  
Bronx County and New York County,  
NY**

**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 (EIS) will be prepared for a proposed bridge improvement project in Bronx County and New York County, New York.

**FOR FURTHER INFORMATION CONTACT:** (1) Harold J. Brown, Division Administrator, Federal Highway Administration (FHWA), Leo O'Brien Federal Building, 9th Floor, Albany, New York 12207; Telephone: (518) 431-4127 or (2) Richard Maitino, Regional Director, New York State Department of Transportation—Region 11 Office, Hunter's Point Plaza, 47-40 21st Street 8th Floor, Long Island City, New York 11101; Telephone: (718) 482-4526.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the New York State Department of Transportation and the New York City Department of Transportation (NYCDOT), will prepare an EIS on the proposal to rehabilitate, reconstruct, or replace the Willis Avenue Bridge over the Harlem River in Bronx County and New York County, New York.

The Willis Avenue Bridge is one of six bridges which span the lower Harlem River, providing a continuous street grid system between upper Manhattan and the southwest Bronx. Opened to traffic in 1901, the four-lane Willis Avenue Bridge, a swing bridge, is now open for one-way Bronx-bound vehicular travel with complementary Manhattan-bound service provided on the Third Avenue Bridge, several blocks to the north. The bridge is used by approximately 70,000 vehicles daily outbound from Manhattan, with 4,800 vehicles in the PM peak hour, when traffic is heaviest. The proposed project raises a number of environmental issues including effects on historic resources, water quality, natural resources, hazardous materials contamination, and parkland.

Improvements to the bridge are considered necessary to provide for the existing and projected traffic demand by improving land width and geometry of the bridge and its approach ramps, reducing the rate of accidents, increasing the bridge's load carrying capacity, improving the bridge's bicycle

and pedestrian facilities, and addressing all structural and seismic deficiencies of the present structure. Alternatives under consideration include (1) Taking no action; (2) an on-line rehabilitation of the existing bridge; (3) an on-line replacement, and (4) an off-line replacement. Incorporated into and studied with the various build alternatives will be design variations of bridge type (moveable or fixed) and materials (concrete or steel). All proposed alternatives retain four Bronx-bound lanes.

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. A public scoping meeting, for the purpose of soliciting comments from the public on the proposed scope of work for the EIS, will be held in November 1999. To ensure that the full range of issues related to this proposed action are addressed and that all significant issues are identified in the upcoming EIS, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the NYSDOT or FHWA at the addresses provided above.

After completion of the Draft EIS, a public hearing will be held. Public notice will be given of the time and place of the meeting and hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing.

(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)

**Authority:** 23 U.S.C. 315; 23 CFR 771.123.

Issued on October 21, 1999.

**Douglas P. Conlan,**

*District Engineer, FHWA, Albany, New York.*  
[FR Doc. 99-28781 Filed 11-2-99; 8:45 am]

**BILLING CODE 4910-22-M**

**DEPARTMENT OF TRANSPORTATION****Surface Transportation Board**

[STB Finance Docket No. 33807]

**Washington County Railroad  
Company—Modified Rail Certificate**

On October 6, 1999, Washington County Railroad Company (WCRC), a noncarrier, filed a notice for a modified certificate of public convenience and

necessity under 49 CFR 1150, Subpart C, *Modified Certificate of Public Convenience and Necessity*, to operate a 14-mile rail line owned by the State of Vermont (the line).<sup>1</sup>

The line was approved for abandonment by Montpelier and Barre Railroad Company in *Montpelier and Barre Railroad Company—Entire Line Abandonment—From Graniteville to Montpelier Junction in Washington County, VT*, Docket No. AB-202 F (ICC served Mar. 12, 1980), and acquired by the State of Vermont on November 21, 1980. The Washington County Railroad Corporation (WACR) filed a notice for a modified certificate of public convenience and necessity on November 17, 1980, and a modified rail certificate was issued to WACR authorizing it to operate the line as of November 17, 1980.<sup>2</sup> On February 2, 1999, WACR agreed to assign its lease of the line to New England Central Railroad, Inc. (NECR).<sup>3</sup> NECR accepted the assignment on February 9, 1999, and operated the line through the close of business on September 8, 1999, when it terminated operations over the line. Vermont Railway, Inc. (VTR) filed a notice for a modified certificate of public convenience and necessity on September 14, 1999, and a modified rail certificate was issued to VTR for the immediate interim operation of the line while VTR and the State of Vermont negotiated and entered into a lease and operating agreement that would govern future operations of the line by VTR or a subsidiary of VTR.<sup>4</sup> On September 30, 1999, WCRC and the State of Vermont entered into an agreement whereby WCRC would operate the line, unless modified, through June 30, 2004. WCRC states that, effective immediately, it will replace VTR as the operator of the line.<sup>5</sup>

<sup>1</sup> WCRC was incorporated on September 23, 1999, for the purpose of providing rail service over the line for the State of Vermont.

<sup>2</sup> See *Washington County Railroad Corporation—Operations—From Montpelier Junction to Graniteville, VT*, Finance Docket No. 29536F (ICC served Jan. 2, 1981).

<sup>3</sup> See *New England Central Railroad, Inc.—Modified Rail Certificate*, STB Finance Docket No. 33715 (STB served Feb. 26, 1999).

<sup>4</sup> See *Vermont Railway, Inc.—Modified Rail Certificate*, STB Finance Docket No. 33800 (STB served Sept. 24, 1999).

<sup>5</sup> WCRC states that it is owned by the same persons who control VTR. WCRC further states that it has the same officers and directors as VTR and two other Class III carriers, Clarendon & Pittsford Railroad Company, and Green Mountain Railroad Corporation. WCRC states that an exemption will be sought under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 11323-25 for the control of WCRC by individuals who control other rail carriers. Common control authority or an exemption is needed before WCRC may begin rail carrier operations.

The line extends between Montpelier Junction, VT, and Graniteville, VT, a distance of approximately 14 miles. WCRC expects to conduct operations between Montpelier Junction and Websterville, a distance of approximately 12 miles. At Montpelier Junction, the line connects with NECR.

The rail segment qualifies for a modified certificate of public convenience and necessity. See *Common Carrier Status of States, State Agencies and Instrumentalities and Political Subdivisions*, Finance Docket No. 28990F (ICC served July 16, 1981).

A subsidy is involved. Under the agreement, the State of Vermont's Agency of Transportation (VAOT) agrees to pay WCRC a subsidy equivalent to \$5,000 per week, through June 30, 2000. The agreement further provides that VAOT, beginning July 1, 2000 and for each subsequent year of the agreement, agrees to pay a subsidy of \$260,000 per year, reduced by a subsidy credit equivalent to 50% of all gross revenues between \$150,000 and \$670,000.<sup>6</sup> WCRC represents that it has obtained general liability insurance coverage and that there are no preconditions for shippers to meet in order to receive rail service.

This notice will be served on the Association of American Railroads (Car Service Division) as agent for all railroads subscribing to the car-service and car-hire agreement: Association of American Railroads, 50 F Street, N.W., Washington, DC 20001; and on the American Short Line and Regional Railroad Association: American Short Line and Regional Railroad Association,

1120 G Street, N.W., Suite 520, Washington, DC 20005.

Decided: October 28, 1999.

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

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 99-28743 Filed 11-2-99; 8:15 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF THE TREASURY

### Departmental Offices; International Financial Institution Advisory Commission

**AGENCY:** Department of the Treasury.

**ACTION:** Notice of meeting.

**SUMMARY:** Under section 603 of the Foreign Operations, Export Financing and Related Programs Appropriations Act, 1999, the International Financial Institution Advisory Commission (the "Commission") shall advise and report to the Congress on the future role and responsibilities of the international financial institutions (defined as the International Monetary Fund, International Bank for Reconstruction and Development, European Bank for Reconstruction and Development, International Development Association, International Finance Corporation, Multilateral Investment Guarantee Agency, African Development Bank, African Development Fund, Asian Development Bank, Inter-America Development Bank, and Inter-American Investment Corporation), the World Trade Organization, and the Bank for International Settlements.

**DATES:** The fifth meeting of the Advisory Commission will be held on November 16, 1999, beginning at 9:00 a.m. and

tentatively ending at 3:00 p.m. in Room HC8 in the U.S. Capitol, Washington, DC.

#### FOR FURTHER INFORMATION CONTACT:

Designated Federal Official: William McFadden, Senior Policy Advisor, Office of International Monetary and Financial Policy, Room 4444, Department of the Treasury, 1500 Pennsylvania Avenue NW, Washington, DC, 20220. Telephone number 202-622-0343, fax number (202) 622-7664.

**SUPPLEMENTARY INFORMATION:** Notice of this meeting is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2.

#### Agenda of Meeting

Commission members will continue their discussion on the role of the multi-lateral development banks and tentatively begin discussion on the role of the World Trade Organization.

#### Procedural

This meeting is open to the public. Please note that the meeting may close early if all business is finished. Members of the public may submit written comments. If you wish to furnish such comments, please provide 16 copies of your written material to the Designated Federal Official. If you wish to have your comments distributed to members of the Commission in advance of the fifth meeting, 16 copies of any written material should be provided to the Designated Federal Official no later than November 9, 1999.

Dated: October 27, 1999.

**William McFadden,**

*Designated Federal Official.*

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<sup>6</sup>VAOT states that it is authorized under 5 V.S.A. 3401-3409 to administer State-owned railroad properties and to take necessary action to ensure continuity of service over such properties.