

FOR FURTHER INFORMATION CONTACT: Mr. Edward Kosola, Realty Officer, Federal Highway Administration, Federal Building, Room 220, 100 Centennial Mall North, Lincoln, Nebraska 68508, Telephone: (402) 437-5521. Mr. Arthur Yonkey, Project Development Engineer, Nebraska Department of Roads, P.O. Box 94759, Lincoln, Nebraska 68509, Telephone: (402) 479-4795. Ms. Renate A. Wilkinson, Transportation Planning Manager, Missouri Department of Transportation, Northwest District, 3602 North Belt Highway, P.O. Box 287, St. Joseph, Missouri 64502, Telephone: (816) 387-2434.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Nebraska Department of Roads, and the Missouri Department of Transportation, will prepare an Environmental Impact Statement (EIS) for a proposal to construct a bridge over the Missouri River. The proposed project would connect Holt County, Missouri and Richardson County, Nebraska, in the vicinity of Rulo, Nebraska.

Alternatives under consideration include: (1) taking no action; (2) replacing the US-159 Bridge on the existing alignment; and (3) providing a new crossing downstream from the existing alignment.

The Rulo Bridge (Highway US-159 Bridge) has been listed on the *National Register of Historic Places*. The existing bridge is composed of 10 steel, riveted, Warren deck truss approaches (5 on each end of the bridge), and 3 steel, 8-panel, riveted Pennsylvania through trusses.

An agency scoping meeting is planned for May 1, 2001 and a public scoping/information meeting is planned. A Draft EIS will be prepared and a public hearing will be held. Public notice will be given of the public scoping/information meeting and public hearing.

To ensure that the full range of issues related to this 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 should be directed to the FHWA or the Nebraska Department of Roads at the address provided.

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

Issued on April 20, 2001.

Edward Kosola,

Realty Officer, Nebraska Division, Federal Highway Administration, Lincoln, Nebraska.
[FR Doc. 01-10468 Filed 4-26-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: King County, Washington

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice Of Intent.

SUMMARY: The FHWA is issuing this notice of intent to advise the public that an Environmental Impact Statement will be prepared for a proposed highway project in King County, Washington northeast of the city of North Bend.

FOR FURTHER INFORMATION CONTACT: Victoria Peters, Design Operations Engineer, Federal Highway Administration, 610 East Fifth Street, Vancouver, Washington 98661, telephone (360) 696-7700.

SUPPLEMENTARY INFORMATION: The FHWA, in partnership with the U.S. Forest Service, Washington Department of Transportation and King County, Washington, will prepare an environmental impact statement (EIS) on a proposal to improve Washington Forest Highway 29 locally known as the Middle Fork Snoqualmie River Road or Lake Dorothy Road. Forest Highway 29 begins at Interstate 90 (M.P. 34) and terminates at the Middle Fork—Taylor River Trailhead. The entire Forest Highway route is 12.1 miles. The proposed project will improve the uppermost 10.74 miles.

The Middle Fork Snoqualmie River Road is the gateway to 109,000 acres of National Forest land and a primary access point for the Alpine Lake Wilderness. The road is located in the eastern half of King County, less than an hour drive from the population in the Seattle area. There is high recreational usage along this route which must accommodate a diverse mix of users including bicyclists, pedestrians, cars, recreational vehicles, timber haulers and trucks.

The existing road is paved for the first 1.3 miles with the remaining portion being gravel. Roadway widths vary from 15 to 28 feet and are not safe to accommodate the mix and volume of traffic. In addition to narrowness, the road surface ruts and potholes badly during winter months causing unsafe and erratic driving conditions. The

present road surface is nearly unbladable for maintenance because of the absence of cushion and graded aggregate. The road also is deficient in drainage causing silt laden runoff to empty directly into surface waters. The overall purpose of the proposed project is to improve the physical conditions and safety features of the Middle Fork Snoqualmie River Road for the existing and projected traffic demand, while minimizing adverse impacts to sensitive environmental resources.

Project objectives will be based on the needs developed during the scoping process. All improvements must be consistent with the applicable guidelines from the Mt. Baker-Snoqualmie Forest Plan, the Middle Fork Snoqualmie Access/Travel Plan, King County plans and ordinances, Washington state regulations and federal regulations.

Alternatives under consideration include (1) taking no action; (2) improving the existing two lane road to meet the appropriate Washington state design criteria; (3) improving the existing two lane road to meet the appropriate American Association of State Highway and Transportation Officials (AASHTO) design criteria; (4) other alternatives that maybe developed during the NEPA process.

Notices 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 interest in this proposal. Based in part on data collected and comments received, FHWA has determined that it will prepare an EIS on the proposed project. Comments previously received will be utilized during the EIS process. Additional interagency and public scoping activities will be conducted. The time and place of the public scoping activities will be provided in the local news media and by notice to individuals and agencies that have expressed interest in the proposal. The draft EIS will be available for public and agency review and comment. Schedules for these activities will be distributed when available this summer.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Previous comments received by FHWA have identified a number of issues such as impacts to private landowners, water quality, wetlands and wildlife, as well as slope stability, tree removal and parking along the roadway. Comments or questions concerning this proposed

action and the EIS should be directed to the FHWA at the address provided above.

(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; 49 CFR 1.48.

Ronald W. Carmichael,

Division Engineer, Federal Highway Administration.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Ex Parte No. 519 (Sub-No. 2)]

Notice of National Grain Car Council Matters

AGENCY: Surface Transportation Board.

ACTION: Notice of renewal and reestablishment of National Grain Car Council and notice of meeting.

SUMMARY: Notice is hereby given of the renewal and reestablishment of the National Grain Car Council (NGCC). Pursuant to section 10(a)(2) of the Federal Advisory Committee Act, Public Law No. 92-463, as amended (5 U.S.C., App. 2), notice also is hereby given of a meeting of the NGCC.

DATES: The meeting will be held on May 4, 2001, beginning at 10 a.m., EDT.

ADDRESSES: The meeting will be held in The Brick Room (First Floor) at 1925 K Street, NW., Washington, DC 20423-0001.

FOR FURTHER INFORMATION CONTACT: Eric S. Davis, (202) 565-1510. (TDD for the hearing impaired: 1-800-877-8339.)

SUPPLEMENTARY INFORMATION: The NGCC arose from a proceeding instituted by the Surface Transportation Board's (Board) predecessor agency, the Interstate Commerce Commission (ICC), in *National Grain Car Supply—Conference of Interested Parties*, Ex Parte No. 519. The NGCC was formed as a working group to facilitate private-sector solutions and recommendations to the ICC (and now the Board) on matters affecting grain transportation.

The purpose of this meeting is to continue discussions of private-sector solutions to problems related to the availability of railroad cars for distribution and transportation of grain. In particular, rail carrier members will report on their preparedness to transport the Fall grain harvest.

The meeting, which is open to the public, will be conducted pursuant to the NGCC's charter and Board procedures. Further communications about this meeting may be announced through the Board's website at <http://www.stb.dot.gov>.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

Decided: April 24, 2001.

By the Board, Linda J. Morgan, Chairman.

Vernon A. Williams,

Secretary.

[FR Doc. 01-10613 Filed 4-26-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-55 (Sub-No. 587X)]

CSX Transportation, Inc.— Abandonment Exemption—in Clark County, IN

CSX Transportation, Inc. (CSXT) has filed a notice of exemption under 49 CFR 1152 subpart F—*Exempt Abandonments* to abandon a .20-mile line of railroad between milepost B-40.60 and milepost B-40.80 at Charlestown, in Clark County, IN. The line traverses United States Postal Service Zip Code 47111.

CSXT has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic moving over 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 Surface Transportation Board (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 and discontinuance 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 May 29, 2001, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by May 7, 2001. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by May 17, 2001, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: Natalie S. Rosenberg, Counsel, CSX Transportation, Inc., 500 Water Street J150, Jacksonville, FL 32202.

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

CSXT has filed an environmental report which addresses the abandonment's effects, if any, on the environmental and historic resources. SEA will issue an environmental assessment (EA) by May 4, 2001. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1545. 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.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), CSXT shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned its line. If consummation has not been effected by CSXT's filing of a notice of consummation by April 27, 2002, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

¹ 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 (SEA) in its independent investigation) cannot be made before the 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.

² Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 49 CFR 1002.2(f)(25).