

listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the University of Illinois-Willard Airport.

Issued in Washington, DC on March 31, 1999.

Eric Gabler,

Manager, Passenger Facility Charge Branch.
[FR Doc. 99-8417 Filed 4-5-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. RSAC-91-1, Notice No. 16]

Railroad Safety Advisory Committee; Notice of Meeting

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Railroad Safety Advisory Committee ("RSAC") meeting.

SUMMARY: FRA announces the next meeting of the RSAC, a Federal Advisory Committee that develops railroad safety regulations through a consensus process. The meeting will address a wide range of topics, including possible adoption of specific recommendations for regulatory action.

DATES: The meeting of the RSAC is scheduled to commence at 9:30 a.m. and conclude at 4:00 p.m. on Thursday, April 15, 1999.

ADDRESSES: The meeting of the RSAC will be held at The Wyndham Hotel, 1400 M Street NW, Washington, DC. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Sign language interpreters will be available for individuals with hearing impediments.

FOR FURTHER INFORMATION CONTACT: Vicky McCully, RSAC Coordinator, FRA, 400 7th Street, SW, Stop 25, Washington, D.C. 20590, (202) 493-6305 or Grady Cothen, Deputy Associate Administrator for Safety Standards and Program Development, FRA, 400 7th Street, SW, Stop 25, Washington, D.C. 20590, (202) 493-6302.

SUPPLEMENTARY INFORMATION:

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), FRA is giving notice of a meeting of the Railroad Safety Advisory Committee ("RSAC"). The meeting is scheduled to begin at 9:30 a.m. and conclude at 4:00 p.m. on Thursday, April 15, 1999. The meeting will be held

at The Wyndham Hotel, 1400 M Street, NW, Washington, DC. All times noted are Eastern Standard Time.

RSAC was established to provide advice and recommendations to the FRA on railroad safety matters. The Committee consists of 48 individual representatives, drawn from among 27 organizations representing various rail industry perspectives, and 2 associate non-voting representatives from the agencies with railroad safety regulatory responsibility in Canada and Mexico. Staff of the National Transportation Safety Board and Federal Transit Administration also participate in an advisory capacity.

During this meeting, the Cab Working Conditions Working Group will brief the RSAC on the primary elements of its recommendations for a proposed standard for locomotive sanitary conditions. The Working Group will also provide a status report on recommendations for hearing conservation program requirements for locomotive cab employees.

The Track Safety Working Group will present an overview of its proposed recommendations for amendments to the Track Safety Standards to provide for the use of Gage Restraint Measurement System (GRMS) technology and its proposed standards relating to the safety of persons operating maintenance-of-way equipment.

The Locomotive Crashworthiness Working Group intends to present to the RSAC for consideration, recommended standards for freight, passenger and switching locomotives.

The RSAC will receive a status report from the Accident/Incident Working Group, tasked with evaluating the concept of a reportable train accident, specifically the means by which the railroad property damage threshold is calculated.

A report providing status information will be presented by the Positive Train Control (PTC) Working Group, tasked with: (1) facilitating understanding of current PTC technologies, definitions, and capabilities; (2) addressing issues regarding the feasibility of implementing fully integrated PTC systems; and (3) facilitating implementation of software based signal and operating systems through consideration of revisions to the Rules, Standards and Instructions to address processor-based technology and communication-based architectures.

Please refer to the notice published in the **Federal Register** on March 11, 1996 (61 FR 9740) for more information about the RSAC.

Issued in Washington, D.C. on March 30, 1999.

George A. Gavalla,

Acting Associate Administrator for Safety.
[FR Doc. 99-8424 Filed 4-5-99; 8:45 am]

BILLING CODE 4910-06-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on the I-71 Light Rail Transit Project in the Cincinnati/Northern Kentucky Region

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of Intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA) (the Federal lead agency) and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI), the Metropolitan Planning Organization (MPO) for the Cincinnati region (the local lead agency), intend to prepare an Environmental Impact Statement (EIS) for the I-71 Light Rail Transit Project. In March of 1998, OKI completed a Major Investment Study (MIS) which studied four alternatives for the I-71 Corridor: Light Rail Transit, No-Build, Transportation Systems Management (TSM), Busway and High Occupancy Vehicle Lanes. The OKI selected the Light Rail Transit as the Locally Preferred Strategy.

The EIS is being prepared in conformance with the National Environmental Policy Act (NEPA) and will also satisfy the requirements of the 1990 Clean Air Act Amendments (CAAA). The EIS will evaluate the following transportation alternatives: a No-Build Alternative, a Transportation Systems Management (TSM) Alternative, and the Light Rail Transit (LRT) Alternative. Key stakeholders include the Ohio Department of Transportation (ODOT), the Kentucky Transportation Cabinet (KYTC), Southwest Ohio Regional Transit Authority (SORTA), Transit Authority of Northern Kentucky (TANK), Hamilton County, Kenton County, and the cities of Cincinnati, Covington, Blue Ash, and Montgomery.

DATES: *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered must be postmarked by June 15, 1999. *Scoping Meetings:* Public Scoping Meetings will be held on: May 10th—Monday 5 p.m. to 8 p.m. at the Evanston Recreation Center, 3204 Wooburn Avenue, Cincinnati, OH; May 11th—Tuesday 11

a.m. to 1:30 p.m. at the Christ Church Undercroft, 318 East Fourth Street, Cincinnati, OH; May 12th—Wednesday 5 p.m. to 8 p.m. at Blue Ash City Council Chambers, 4343 Cooper Road, Blue Ash, OH; and on May 18th—Tuesday 5 p.m. to 8 p.m. at the City of Covington, City Commission Chambers, 638 Madison Avenue, Covington, KY.

ADDRESSES: Written comments should be sent to Mr. Warner Moore, Project Manager, Ohio-Kentucky-Indiana Regional Council of Governments, 801-B West Eighth Street, Suite 400, Cincinnati, OH 45203-1607.

SCOPING PROCESS: The purposes of the Public Scoping Meetings are to: Provide interested individuals with an introduction to and an overview of the EIS process, and provide the opportunity for comments on the alternatives being considered and significant issues or impacts to be addressed in the EIS. Four Public Scoping Meetings will be held in the study area. Comments may be submitted orally at any of the Scoping Meetings or in writing during the Scoping comment period for the preparation of the Draft Environmental Impact Statement (DEIS) which ends on June 15, 1999. The Scoping Meetings will begin at 11 a.m. for the lunch-time meeting in the downtown Cincinnati and at 5 p.m. for evening meetings. Each meeting will include an open house where attendees will be able to view graphics and discuss the project with project representatives. A presentation on the project will be given at 12 p.m. for lunch-time meeting and at 6 p.m. for the evening meetings, followed by an additional opportunity for questions and answers during both the lunch-time and evening meetings. Scoping material will be available at the meeting or in advance of the meeting by contacting Mr. Jeff Walker, Planner II, at (513) 621-6300 or the TDD number at (513) 621-7063. A sign language interpreter will be available for the hearing impaired. The buildings are accessible to people with disabilities and are open to all members of the community.

FOR FURTHER INFORMATION CONTACT:

Mr. Paul Fish, Federal Transit Administration, Region V, (312) 353-2865.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA and OKI invite interested individuals, organizations, and federal, state and local agencies to participate in defining the alternatives to be evaluated in the EIS; identifying any significant social, economic, or environmental impacts to be evaluated; and suggesting

alternatives that are less costly or have less environmental impacts while achieving similar transportation objectives. An information packet, referred to as the Scoping Booklet, will be circulated to all federal, state or local agencies having jurisdiction in the project, and all interested parties currently on the OKI mailing list. Others may request this Scoping Booklet by contacting Mr. Jeff Walker, Planner II, Ohio-Kentucky-Indiana Regional Council of Governments, 801-B West Eighth Street, Suite 400, Cincinnati, OH 45203-1607, or by phone at (513) 621-6300 or TDD at (513) 621-7063.

During Scoping, comments should focus on identifying the range of alternatives that should be considered and not stating a preference for a particular alternative. Scoping comments may be made at the Public Scoping Meeting or in writing within 45 days after publication of this notice. See the DATES section above for the locations and times of the Scoping Meetings and the ADDRESSES section above for the contact person for sending in written comments.

II. Description of the Study Area and Project

The study area is a north-south corridor which is approximately 18 miles long and generally parallels Interstate-71 (I-71). The LRT Alternative would extend from the south side of downtown Covington, Kentucky, through the downtown area of Covington, across the Ohio River into downtown Cincinnati, through a tunnel under Mount Auburn, through the Medical Center and the University of Cincinnati area, north to the City of Norwood where it will meet the SORTA right-of-way (on which the Indiana-Ohio Railroad previously owned and currently operates), and north to serve Silverton, Kenwood, Deer Park, Montgomery and Blue Ash. A yard and shop facility will be located somewhere along the length of the alignment.

Double-track light rail transit construction is being studied with in-street running in downtown areas and ballast tracks within the exclusive railroad right-of-way north of Cincinnati. The Clay Wade Bailey Bridge corridor will be examined during the Scoping Process to determine its potential for the Ohio River crossing. The study includes a proposal for approximately 20 stations to be designed for pedestrians as well as both bus and park-and-ride access. The LRT project is intended to provide fixed rail service between key activity centers in Cincinnati and Covington, including both cities' downtown districts, the

Northern Kentucky Convention Center, the Aranoff Theatre District, the Medical Center, University of Cincinnati, Xavier University, the Cincinnati Bengal's Paul Brown Stadium, the new Cincinnati Reds Baseball Stadium, the Underground Railroad Freedom Center and the Cincinnati Convention Center. Key employers along the proposed alignment include the IRS Regional Center, Procter & Gamble World Headquarters, Procter & Gamble Sharon Woods Technical Center, Chiquita Brands International, Cinergy Corporation/Cincinnati Gas & Electric Company, the Kroger Company, the American Financial Group, Inc., Cincinnati Bell, Ethicon Endo-Surgery, Hamilton County, Kenton County, and the Cities of Covington and Cincinnati Administrative Offices and City/County Court systems.

The I-71 Corridor has been and continues to be an area of significant growth for the region. Traffic congestion on many of the corridor's roadways is currently at unacceptable levels and is expected to worsen with the projected employment and population growth. Low-income, transit-dependent populations are increasing in the region, along with the need for improved access to jobs. Both riverfront areas of Covington and Cincinnati are experiencing tremendous public and private sector investment in the economic development and revitalization of the central cities. These redevelopment efforts, which will focus employment, entertainment, recreation and tourism on the riverfront area, will place a greater demand on existing roadways and transit service.

In response to this need, OKI conducted an MIS for the I-71 corridor. The results of the MIS study included the selection of a locally preferred strategy of a light rail transit system with downtown and suburban stops along the alignment, including stations, park-and-ride lots and transit centers. Transit improvements are intended to alleviate traffic congestion in the I-71 corridor by offering an alternative to single-occupancy vehicle travel, and assisting in the achievement of regional air quality goals.

III. Alternatives

The transportation alternatives proposed for consideration in this I-71 Light Rail Transit Project Draft EIS include:

- (1) No-Build Alternative, which involves no change to transportation services or facilities in the corridor beyond already committed projects;
- (2) Transportation System Management (TSM) Alternative which

consists of low to medium cost improvements to the facilities and operation of the METRO and TANK bus systems in addition to the currently planned transit improvements in the corridor; and

(3) Light Rail Alternative, including stations and support facilities, generally located parallel to the I-71 corridor and on surface streets in downtown Covington and Cincinnati combined with a modified bus service component. Stations would be located to serve potentially significant trip generators and in areas where economic development efforts are planned or underway in order to maximize potential joint development opportunities.

IV. Probable Effects

The FTA and OKI will evaluate significant environmental, social, and economic impacts of the alternatives analyzed in the EIS. Primary environmental issues include: land-use, historic and archeological resources, traffic and parking, noise and vibration, neighborhoods and environmental justice, floodplain encroachment, coordination with ongoing related transportation and economic development projects, and construction impacts. Other issues the EIS will address include natural areas, rare and endangered species, air and water quality, groundwater, energy, potentially contaminated sites, displacements and relocations, ecosystems, water resources, hazardous waste, parklands, and energy impacts. The impacts will be evaluated both for the construction period and for the long-term period of operation of each alternative. In addition, the cumulative effects of the proposed project and any irreversible or irretrievable commitment of resources will be identified. Measures to avoid or mitigate any significant adverse impacts will be developed.

V. FTA Procedures

In accordance with the federal transportation planning regulations (23 CFR part 450) and the federal environmental impact regulations and related procedures (23 CFR part 771), the DEIS will be prepared to include an evaluation of the social, economic, and environmental impacts of the alternatives. The LRT Alternative was chosen as the Locally Preferred Strategy of the Major Investment Study completed in March of 1998. The project is included in the OKI Metropolitan Area Transportation Plan and conforming Transportation Improvement Program. The EIS and the Preliminary Engineering (PE) for the I-

71 LRT PE/EIS will be prepared simultaneously and documented in the DEIS. The Final EIS will consider the public and agency comments received during the public and agency circulation of the Draft Environmental Impact Statement, and OKI will select the Preferred Alternative. Then OKI, with FTA as lead agency, will continue with the preparation of the Final EIS. Opportunity for additional public comment will be provided throughout all phases of project development.

Issued on: April 1, 1999.

Joel P. Ettinger,

Regional Administrator, Federal Transit Administration.

[FR Doc. 99-8478 Filed 4-5-99; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33720]

Union Pacific Railroad Company— Trackage Rights Exemption—Blue Rapids Railway Company

Blue Rapids Railway Company (BRR) has agreed to grant local trackage rights to Union Pacific Railroad Company (UP) over its line of railroad, known as the Bestwall Branch, extending from a UP junction at milepost 0.12 at Marysville to milepost 10.12 at Bestwall, a distance of 10 miles in Marshall County, KS.

The purpose of the trackage rights is to allow continued service on the line when the incumbent tenant withdraws.¹ The transaction is scheduled to be consummated upon receipt of authority in the related proceeding, STB Finance Docket No. 33652.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it contains false or misleading information, the exemption

¹ There is one shipper on the line located at Bestwall. The line is currently operated by Northeast Kansas & Missouri Division of Mid-Michigan Railroad, Inc. (NEKM), under a local trackage rights agreement, which is to be assigned to UP pursuant to this exemption. In a related proceeding, *Union Pacific Railroad Company—Acquisition and Operation Exemption—Mid Michigan Railroad, Inc.*, STB Finance Docket No. 33652. UP seeks to acquire and operate the main line extending from St. Joseph, MO, to Upland KS, near Marysville. That petition will be addressed by the Board in a separate decision.

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 Docket No. 33720, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Joseph D. Anthofer, Esq., 1416 Dodge Street, #830, Omaha, NE 68179.

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

Decided: March 30, 1999.

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

Vernon A. Williams,

Secretary.

[FR Doc. 99-8325 Filed 4-5-99; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Commission to Study Capital Budgeting (Advisory Commission to the President of the United States)

ACTION: Release of Final Report to the Public.

SUMMARY: The President's Commission to Study Capital Budgeting has released its final report to the public following the report's presentation to the National Economic Council on Tuesday, March 23, 1999. The report may be viewed at: <http://www.whitehouse.gov/pcscb>, the Commission website. Hard copies of the report may be obtained from the Superintendent of Documents, PO Box 371954, Pittsburgh, PA 15250-7954, at a cost of US\$6 (US\$7.50 to foreign addresses) per copy. Please provide the order number S/N 048-000-00524-1, full name, address, and daytime phone number with area code. Payment may be by check, GPO deposit account, VISA, Master Card, or Discover/NOVUS. Please provide card number, expiration date, and authorizing signature. Orders also may be filled by phone at (202) 512-1800, FAX to (202) 512-2250, or at any of the Government Printing Office (GPO) outlets.

The Commission contact is: Dick Emery, Executive Director, President's Commission to Study Capital Budgeting, Old Executive Office Building (Room 258), Washington, DC 20503, Voice: (202) 395-4630, Fax: (202) 395-6170, E-Mail: capital_budget@omb.eop.gov Website: <http://www.whitehouse.gov/pcscb>.