

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a Supplemental Environmental Impact Statement (SEIS) will be prepared for the Kerens-to-Parsons portion of the proposed Appalachian Corridor H highway project.

FOR FURTHER INFORMATION CONTACT:

Henry E. Compton, Division Environmental Coordinator, Federal Highway Administration, West Virginia Division, Geary Plaza, Suite 200, 700 Washington Street East, Charleston, West Virginia 25301, Telephone: (304) 347-5268.

SUPPLEMENTARY INFORMATION: In accordance with a court approved settlement agreement, the FHWA in cooperating with the West Virginia Department of Transportation (WVDOT) will prepare a supplemental environmental impact statement (SEIS) to examine one or more potential alignment shifts for the Kerens-to-Parsons portion of the proposed Appalachian Corridor H highway in Randolph and Tucker Counties, West Virginia. A Record of Decision (ROD) for the entire Appalachian Corridor H Highway (FHWA-WV-EIS-92-01-F) from Aggregates to the WV/VA state line, a distance of approximately 100 miles, was approved on August 2, 1996. The proposed Kerens-to-Parsons project will provide a divided four-lane, partial control of access highway on new location for a distance of approximately 20 miles. The purpose of this project is to provide safe and efficient travel between the population centers of Randolph (Elkins/Kerens Area) and Tucker (Parsons Area) counties, while also contributing to the completion of Corridor H in West Virginia.

Alternates under consideration in the SEIS will be: (1) The no action alternative, (2) the preferred alternative that was approved in the 1996 ROD, and (3) one or more alternatives that avoid impacts to the Corricks Ford Battlefield. Based on preliminary studies, it is expected that the avoidance alternatives considered in the SEIS will include one or more alignments that would shift the project to the north, resulting in additional connections to US 219, WV Route 72, and County Route 17 in the vicinity of Parsons. However, final decisions on the scope of the SEIS will be made only after an opportunity for comment by interested agencies and the public during the scoping process, which will occur in early to mid-April 2000.

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 expressed or are known to have an interest in this proposal.

To ensure 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 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 to this program)

Issued on: March 28, 2000.

Henry E. Compton,

Environmental Coordinator, Charleston, West Virginia.

[FR Doc. 00-8869 Filed 4-10-00; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration****Petition for Waiver of Compliance**

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Aberdeen Carolina and Western Railway**[Docket Number FRA-1999-6067]**

The Aberdeen Carolina and Western Railway (ACWR) seeks a permanent waiver of compliance with the *Safety Glazing Standards*, 49 CFR 223.11(c), which requires certified glazing in all locomotive windows, except those locomotives used in yard service. ACWR seeks this waiver for locomotive number 1132. The owner states that the locomotive would be used one way (20 miles) as back-up power for a dinner/excursion train operating on weekends between Aberdeen and Pinehurst, North Carolina.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in

connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number 1999-6067) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW, Washington, DC 20590. Communications received within 45 days of the date of this notice will be considered by 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 the above facility. 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>.

Issued in Washington, DC on April 4, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-8855 Filed 4-10-00; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration****Petition for Waiver of Compliance**

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Buffalo Southern Railroad, Inc.**Docket Number FRA-1999-6069**

The Buffalo Southern Railroad, Inc. (BSOR) seeks a permanent waiver of compliance with the *Safety Glazing Standards*, 49 CFR 223.11(c), which requires certified glazing in all locomotive windows, except those locomotives used in yard service. BSOR seeks this waiver for five locomotives, numbers 5010, 107, 100, 93 and 105. BSOR states that they operate on 30 miles of track at speeds not to exceed 20

mph between Buffalo and Gowanda, New York. They also state that all locomotives are equipped with shatterproof type safety glazing and have never experienced any problems with window breakage or vandalism.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number 1999-6069) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW, Washington, DC 20590. Communications received within 45 days of the date of this notice will be considered by 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 the above facility. 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>.

Issued in Washington, D.C. on April 4, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-8856 Filed 4-10-00; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 of the Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

National Railroad Passenger Corporation

[Docket No. FRA-2000-7199]

The National Railroad Passenger Corporation (Amtrak) seeks a temporary waiver of compliance with section 203 of FRA's Passenger Equipment Safety Standards (49 CFR part 238). On October 18, 1999, Amtrak, pursuant to 49 CFR 238.203, filed a "grandfathering" petition with FRA (Docket No. FRA-1999-6404), in which it requested approval to continue using five trainsets manufactured by Talgo, Inc. in the Pacific Northwest that do not meet the buff strength standards specified in Part 238. Section 203 of that part provides that use of non-compliant equipment subject to a grandfathering petition must cease on May 8, 2000, unless FRA has approved the petition by that date.

Amtrak, in its petition for waiver, states that it believes there is a significant risk that FRA, will be unable to resolve administrative issues concerning information in the docket, obtain final comments from all interested parties, and then perform its own internal analysis and issue a final decision by May 8, 2000. Amtrak further states that "in order to ensure there is no short term [service] disruption, Amtrak feels that it is essential that FRA extend the period during which operation of Talgo equipment is permissible beyond the current May 8, 2000 date, until a date that is 30 days after the date on which FRA acts finally on Amtrak's grandfathering petition."

Interested parties are invited to participate in this proceeding by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with this proceeding since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA's Docket Clerk at Federal Railroad Administration, Office of Chief Counsel, 1120 Vermont Avenue, MS 10, Washington, DC, 20590, in writing, by April 20, 2000 and specify the basis for their request.

All other communications concerning this proceeding should identify the appropriate docket number (e.g. Docket No. FRA-2000-7199) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-40-1 (Plaza Level), 400 7th Street, SW, Washington, DC 20590.

Communications received by April 26, 2000 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written

communications concerning this proceeding are available for examination during regular business hours (9:00 am-5:00 pm) at the above facility. 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>.

Issued in Washington, DC on April 6, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-8935 Filed 4-6-00; 3:11 pm]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Union Pacific Railroad Company (Docket Number FRA-1999-5755)

Union Pacific Railroad Company (UP) seeks a permanent waiver of compliance from certain provisions of the Power Brakes and Drawbars regulations, 49 CFR part 232, at Proviso Yard in Chicago, Illinois. Specifically, UP requests relief from the requirements of 49 CFR 232.12(i)(1), which requires that when a train airbrake system is tested from a yard test plant, the air source must be connected to the end of the train which will be nearest to the hauling road locomotive.

UP provides the following information to justify this request. At Proviso Yard, trains are regularly made up and depart from Yard Four. The tracks in Yard Four hold approximately 60 cars. Most trains consist of one hundred or more cars, which requires a double or triple over be made to make up an outbound train. The standard procedure is to fill one or more tracks with the head end portion and set the rear end portion as a rear end fill in an adjacent track. When this rear end fill is short (thirty cars or less), it presents an operational and safety problem. Yard air is at the extreme ends of Yard Four. If the rear fill is set at the end of the yard where hauling locomotives are attached,