

impacts which the Sponsors intend to take, the Department has concluded that issuance of a Presidential Permit authorizing construction of the proposed Anzalduas International Crossing, as proposed to be constructed in Road Alternative #3 as set forth in the Final Environmental Assessment, would not have a significant impact on the quality of the human environment within the United States. Accordingly, a finding of no significant impact is adopted and an EIS will not be prepared.

Dated: July 23, 1999.

**David E. Randolph,**

*Coordinator, U.S.-Mexico Border Affairs,  
Office of Mexican Affairs.*

[FR Doc. 99-20900 Filed 8-11-99; 8:45 am]

BILLING CODE 4710-29-P

## DEPARTMENT OF STATE

### Office of Mexican Affairs

[Public Notice No. 3110]

#### **Notice of Issuance of a Presidential Permit to the cities of McAllen, Hidalgo and Mission, Texas, To construct, operate and maintain an international bridge, its approaches and facilities at the international boundary between the United States and Mexico**

**AGENCY:** Department of State.

**SUMMARY:** Notice is hereby given that the Department of State has issued a Presidential Permit to the Cities of McAllen, Hidalgo and Mission, Texas, to construct, operate and maintain an international bridge, its approaches and facilities at the international boundary between the United States and Mexico (the "Anzalduas International Crossing"). The permit was issued July 23, 1999, pursuant to the International Bridge Act of 1972 (33 U.S.C. 535 *et seq.*) and Executive Order 11423 of 1968, as amended by Executive Order 12847 of 1993.

**ADDRESSES:** Copies of the Presidential Permit may be obtained from Mr. David E. Randolph, Coordinator, U.S.-Mexico Border Affairs, Office of Mexican Affairs, Room 4258, Department of State, Washington, D.C. 20520, telephone (202) 647-8529.

**SUPPLEMENTARY INFORMATION:** Notice of the application by the Cities of McAllen, Hidalgo and Mission, Texas, for a permit to build a new bridge, with access road, to be constructed across the Rio Grande river between McAllen, Texas, and Reynosa, Tamaulipas, Mexico, was published in the **Federal Register** on December 22, 1992, at 57 FR

60832. The bridge will carry pedestrian, vehicular and commercial traffic, and is intended to serve growing neighborhoods on the west side of the McAllen-Reynosa area. As a condition for the Presidential Permit, the Cities of McAllen, Hidalgo and Mission have agreed to begin construction of the bridge no earlier than April 1, 2003, and to open the bridge no earlier than January 1, 2005, unless prior to those dates the Secretary of State or the Secretary's delegate determines that the U.S. Congress has provided sufficient funds for construction, operation and support of the bridge.

Furthermore, permanent cargo import facilities will be constructed beginning no earlier than January 1, 2015 unless prior to that date the average northbound cargo traffic at the Pharr-Reynosa International Bridge reaches 15,000 vehicles per week.

The application for the Presidential Permit was reviewed and approved by numerous federal, state and local agencies. The final application and environmental assessment, which resulted in a finding by the Department of State of no significant impact ("FONSI") on the human environment, were reviewed and approved or accepted by the Immigration and Naturalization Service, General Services Administration, Department of Interior, Department of Agriculture, Department of Commerce, U.S. Customs Service, U.S. Coast Guard, Federal Highway Administration, Food and Drug Administration, International Boundary and Water Commission—U.S. Section, Department of Defense, Environmental Protection Agency, Department of State and appropriate Texas State Agencies: the Texas Parks and Wildlife Department, the Texas Department of Transportation, the Texas Historical Commission and the Texas Natural Resource Conservation Commission.

Dated: July 28, 1999.

**David E. Randolph,**

*Coordinator, U.S.-Mexico Border Affairs,  
Office of Mexican Affairs.*

[FR Doc. 99-20899 Filed 8-11-99; 8:45 am]

BILLING CODE 4710-29-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### **Environmental Impact Statement: Lawrence County, Ohio**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a supplement to a final environmental impact statement will be prepared for a proposed highway project in Lawrence County, Ohio.

#### **FOR FURTHER INFORMATION CONTACT:**

Scott McGuire, Field Operations Engineer, Federal Highway Administration, 200 North High Street, Room 328, Columbus, Ohio 43215, Telephone: (614) 280-6852.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Ohio Department of Transportation, will prepare a supplement to the final environmental impact statement (EIS) on a proposal to improve State Route (SR) 7 and SR 607 in Lawrence County, Ohio. The original EIS for the improvements (FHWA-OH-EIS-72-8-F) was approved on January 31, 1974. The supplement is being prepared due to the time elapsed since the original approval in 1974 and to adequately address new legislative and regulatory requirements. In response to the October 28, 1995, Federal planning regulations, a major investment study for the corridor has been completed by KYOVA Interstate Planning Commission.

The existing facility, which travels thru the Villages of Chesapeake and Proctorville (on a two-lane roadway) is prone to heavy traffic numbers exacerbated by turning movements and resulting in a high accident situation. SR 7 in this area is also prone to flooding which results in roadway closure and impairs emergency vehicles. The section of roadway to be relocated is situated in southern Lawrence County across the Ohio river from Huntington, West Virginia, a major metropolitan area. This section of roadway is predominantly used for residents living in Ohio and working in the Huntington area. The project is situated in the Ohio River valley with steep hills to the north. The flatter lands to the south along the river have been developed for residential and commercial buildings. Improvements to the corridor are considered necessary to provide for existing and projected traffic demand.

Alternatives under consideration include (1) taking no action; (2) building a 4-lane limited access facility on new alignment. The alignments under consideration are slightly north of Chesapeake, Proctorville, and Rome.

FHWA, ODOT and other local agencies invite participation in defining the alternatives to be evaluated in the supplemental EIS, and any significant social, economic, or environmental issues related to the alternatives. Information describing the purpose and

need of the project, the proposed alternatives, the areas to be evaluated, the citizen involvement program, and the preliminary project schedule may be obtained from the FHWA at the address provided above.

Coordination with concerned federal, state, and local agencies has been ongoing throughout project development. A public meeting was held on June 27, 1996 at a point in time when an EIS was not believed to be necessary. Coordination will be continued throughout the study with federal, state, and local agencies, and with private organizations and citizens who express or are known to have interest in this project. On August 26, 1999, a public meeting will be held to obtain input on a preferred alignment. A Public Hearing will be held and may take place in the year 2000. Public notice will be given of the exact time and place of the meeting and the hearing to be held for the project. The Draft EIS will be available for public and agency review and comment prior to the Public Hearing. No formal scoping meeting will be held.

To ensure that the full range of issues relating 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 supplemental EIS should be sent to the FHWA at the address provided above.

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

Issued on: July 29, 1999.

**Scott A. McGuire, P.E.,**

*Field Operations Engineer, Federal Highway Administration, Columbus, Ohio.*

[FR Doc. 99-20918 Filed 8-11-99; 8:45 am]

BILLING CODE 4910-22-M

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. AB-33 (Sub-No. 70)]

#### Union Pacific Railroad Company— Abandonment—Wallace Branch, ID

On June 18, 1999, Union Pacific Railroad Company (UP) filed with the Surface Transportation Board (Board), environmental information required to complete the environmental compliance process and to receive final approval to abandon and salvage its Wallace Branch line. The line extends 71.5 miles from

milepost 16.5 near Plummer to milepost 80.4 and/or 0.00 near Wallace, and then to milepost 7.6 near Mullan, in Benewah, Kootenai, and Shoshone Counties, Idaho.<sup>1</sup> UP also filed a Notice of Intent to Complete Abandonment Proceeding, which was published once each week for three consecutive weeks in local newspapers in Benewah, Kootenai, and Shoshone Counties on May 26, and June 2 and 9, 1999.

#### Background

On August 22, 1991, UP filed an application with the ICC seeking authority under 49 U.S.C. 10903 and 10904 to abandon and discontinue operations over the Wallace Branch line. In a decision served November 2, 1992, in Docket No. AB-33 (Sub-No. 70) the ICC found that the public convenience and necessity permitted UP to abandon its Wallace Branch line. In that same decision, the ICC decided that UP could discontinue service immediately but could not fully abandon the line—salvage and permanently remove it from the rail network—until the environmental impact of the proposed abandonment was resolved. Specifically, the ICC imposed six environmental conditions<sup>2</sup> that require

<sup>1</sup> The line traverses the U.S. Postal Service zip codes 83851, 83861, 83833, 83810, 83839, 83837, 83873, 83846, and 83868. The Wallace Branch no longer has stations because rail service was discontinued in accordance with the approval of the predecessor agency of the Board, the Interstate Commerce Commission (ICC), and the discontinuance was upheld by the United States Court of Appeals for the District of Columbia Circuit.

<sup>2</sup> 1. UP shall not salvage any railroad infrastructure, including the rail and ties, along the entire right-of-way until it has consulted with the Idaho Department of Environmental Quality and the U.S. Environmental Protection Agency. This consultation will ensure that if and when salvage activity ultimately takes place, it will be in compliance with the Comprehensive Environmental Response, Compensation and Recovery Act, 42 U.S.C. § 6901 *et seq.*, and/or other applicable laws and regulations.

2. Pursuant to the U.S. Fish and Wildlife Service ("USFWS") request, UP, prior to any salvage activity, shall determine, using National Wetland Inventory Maps, if wetlands are located along the right-of-way. If wetlands are located along the right-of-way, UP shall consult with USFWS prior to any disturbance of the right-of-way and comply with any applicable requirement of the U.S. Fish and Wildlife Coordination Act, 16 U.S.C. § 661.

3. UP shall not undertake any salvage activities on the Wallace Branch until compliance with § 7 of the Endangered Species Act of 1973, 16 U.S.C. § 1531, has been completed. As a part of the § 7 compliance process, UP shall retain an independent biological consultant, to work under the supervision of the Board's Section of Environmental Analysis (SEA) and in cooperation with USFWS to prepare a biological assessment.

4. A Water Pollution Control Act permit under 33 U.S.C. § 1251, *et seq.*, may be required prior to salvage of the portion of the Wallace Branch where it crosses the Coeur d'Alene River. Prior to any salvage activities, UP shall contact the Idaho

consultation and possible permitting and environmental review by various state and federal environmental agencies prior to any salvage of the track.

On judicial review (*State of Idaho, et al. v. ICC*, 35 F.3d 585 (D.C. Cir. 1994)), the court affirmed the ICC's decision to permit UP's immediate discontinuance of rail operations. Thus, that portion of this case is administratively final and no longer at issue. In addition, however, the court found that the ICC's environmental analysis was not complete because the ICC did not have all of the information to take a "hard look" at the environmental impact of salvage operations on the line. Accordingly, the court remanded the ICC's salvage authorization.

Pursuant to the court's decision, the ICC, by decision issued in December 1994, reopened that portion of the case to complete the environmental analysis of salvage and vacated its conditional authorization of salvage (except for the portion of the line within the Bunker Hill Superfund site).<sup>3</sup> Therefore, the grant of abandonment authority in this proceeding is not final, and UP cannot conduct salvage activities on the portion of the line outside the Superfund site before it submits the necessary environmental documentation to complete the environmental compliance process and receives final approval from the Board to salvage that portion of the line.

#### Environmental Compliance

On June 18, 1999, UP filed environmental documentation with the Board, that UP believes responds to the ICC's six environmental conditions, the court remand, and the ICC's decision reopening this proceeding. UP's environmental documents include (1)

Department of Health and Welfare, Division of Environmental Quality, to determine if such a permit is required and take the necessary steps to secure a permit.

5. The U.S. Army Corps of Engineers (CORPS) has expressed concern regarding impacts to wetlands and water quality if UP salvages the right-of-way. In addition, the CORPS has indicated that materials in the area through which the track passes should be tested prior to any attempt to remove it. Accordingly, UP shall consult with the CORPS prior to undertaking any salvage activities to determine what appropriate mitigation may be required.

6. UP shall retain its interest in and take no steps to alter the historic integrity of all structures, including the line itself, that are 50 years old or older until completion of the § 106 process of the National Historic Preservation Act, 16 U.S.C. § 470f.

<sup>3</sup> Section 121(e)(1), 42 U.S.C. 9621(e)(1), relieves UP of the requirement to obtain ICC or Board approval if it salvages track in connection with remediation carried out in compliance with the Comprehensive Environmental Response, Compensation and Liability Act.