

of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

**Docket No. FRA-1999-5752**

*Applicant:* Union Pacific Railroad Company, Mr. Phil Abaray, Chief Engineer—Signals, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000.

Union Pacific Railroad Company seeks approval of the proposed modification of the traffic control system, on the single main track and siding, near Delta, Missouri, milepost 138.6, on the Chester Subdivision, consisting of the discontinuance and removal of automatic signals 161, D161, 162, and D162.

The reason given for the proposed changes is that signals are no longer required since the at-grade railroad crossing is no longer in service and the tracks crossing the railroad have been retired.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the Protester in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PI-401, Washington, DC 20590-0001. Communications received within 45 days of the date of this notice will be considered by the 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 DOT Central Docket Management Facility, Room PI-401 (Plaza Level), 400 Seventh Street, SW, Washington, DC 20590-0001. 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>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC, on August 9, 1999.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 99-21049 Filed 8-12-99; 8:45 am]

BILLING CODE 4910-06-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Transit Administration**

**Supplemental Environmental Impact Statement on the Los Angeles Eastside Transit Corridor**

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of intent to prepare a Supplemental Environmental Impact Statement.

**SUMMARY:** The Federal Transit Administration (FTA), as Federal lead agency, and the Los Angeles County Metropolitan Transportation Authority (MTA) intend to prepare a Re-Evaluation Major Investment Study (MIS) and a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act of 1969 (NEPA) on a proposal by MTA to provide additional transit service to the Eastside communities within the Los Angeles metropolitan area. In addition to NEPA, the proposed project is subject to compliance with the California Environmental Quality Act (CEQA); therefore, a joint SEIS/Supplemental Environmental Impact Report (SEIR) will be prepared.

The Re-Evaluation MIS and the SEIS/SEIR will consider the following alternatives: (1) Exclusive busway alternatives between Union Station and Whittier/Atlantic via 1st St., Lorena, Whittier or other alternative arterial roadways that would be at-grade or elevated. (2) Light rail alternatives between Union Station and Whittier/Atlantic via 1st St., Lorena, Whittier or other alternative arterial roadways that would be at-grade or elevated. (3) A Heavy Rail alternative from Union Station to Chevaz/Soto without a Little Toyko station. (4) The Heavy Rail LPA initial operating segment (IOS-2, 3.7 miles) from Union Station to 1st/Lorena as identified in the Los Angeles Eastside Corridor Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), May 1994 and the FTA Record of Decision, December 1994 and is the currently suspended Locally Preferred Alternative project. (5) The Heavy Rail Locally Preferred Alternative (LPA) from Union Station to Whittier/Atlantic. This 6.8-mile alternative

consists of a heavy rail subway that would follow the alignment identified in the 1994 FEIS/FEIR and the FTA Record of Decision, December 1994. (6) A Transportation Demand Management (TDM)/Transportation System Management (TSM) Alternative. (7) A No Build Alternative, which involves no change to transportation services or facilities in the corridor beyond already committed projects. Potential new feasible alternatives generated through the scoping process will also be considered.

The results of the Re-Evaluation MIS process is intended to narrow the alternatives to be evaluated in detail in the SEIS/SEIR. Scoping will be accomplished through correspondence with interested persons, organizations, and Federal, State, and local agencies; three public scoping meetings; and one inter-agency scoping meeting.

**DATES:** Comment Due Date: Written comments on the scope of alternatives and impacts to be considered should be submitted by September 10, 1999.

Written comments should be sent to Mr. Steven Byre, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, California 90012. Written comments may also be made at the public scoping meetings scheduled below. Scoping meeting: The public scoping meetings will take place on the following days and locations at the time indicated:

1. Tuesday, August 24, 1999, 4:30 p.m. to 8 p.m.—Resurrection Parish Hall, 3324 E. Opal Street, Los Angeles, CA 90023

2. Thursday, August 26, 1999, 4:30 p.m. to 8 p.m.—St. Alphonsus School Auditorium, 552 S. Amalia, Los Angeles, CA 90022

3. Wednesday, September 2, 1999, 4:30 p.m. to 8 p.m.—Montebello City Hall, City Council Chamber, 1600 West Beverly Blvd., Montebello, CA 90640

A scoping meeting for governmental agencies will be held on Wednesday, August 25 1999, 9 a.m. to 11 a.m.—Los Angeles County MTA, 1 Gateway Plaza, 3rd Floor Board Room, Los Angeles, CA 90012.

People with special needs should contact Steven Byre at MTA at the address below or by calling (213) 922-3078. The selected locations are accessible to people with disabilities.

The scoping meetings will be held in an "open-house" format, and representatives will be available to discuss the project throughout the time periods given. Informational displays and written material will also be available throughout the time periods given.

**ADDRESSES:** Written comments should be sent to Mr. Steven Brye, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, California 90012. Written comments may also be made at the scoping meetings. See **DATES** above for meeting locations.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert Hom, Director, Program Development, FTA Region IX, 201 Mission St., Suite 2210, San Francisco, CA 94105-1831. Phone: (415) 744-3133.

**SUPPLEMENTARY INFORMATION:**

**I. Scoping**

FTA and MTA invite interested individuals, organizations, and Federal, State, and local agencies to participate in defining the alternatives to be evaluated in the Re-Evaluation Major Investment Study (MIS) and the SEIS/SEIR and identifying any significant social, economic, or environmental issues related to the alternatives. An information packet describing the purpose of the project, the location, the proposed alternatives, and the impact areas to be evaluated is being mailed to affected Federal, State, and local agencies. Others may request the scoping materials by contacting Mr. Steven Brye, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, California 90012, (213) 922-3078. Scoping comments may be made in writing at the public scoping meeting. See the **DATES** section above for the location and time. During scoping, comments should focus on identifying specific social, economic, or environmental impacts to be evaluated and suggesting alternatives that are less costly or less environmentally damaging while meeting the identified mobility needs. Scoping is not the appropriate time to indicate a preference for a particular alternative. Comments on preferences should be communicated after the Re-Evaluation MIS and the Supplemental Draft EIS/EIR has been completed. If you wish to be placed on the mailing list to receive further information as the project develops, contact: Mr. Steven Brye, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, California 90012, (213) 922-3078.

**II. Description of the Study Area and Project Need**

The Eastside Transit Corridor study area is a major travel corridor in the Los Angeles region as identified in the previous environmental documents referenced in the Summary above. For

this Re-Evaluation MIS, the study area has been defined that includes that portion of East Los Angeles bounded by the Los Angeles Central Business District on the west (Alameda Avenue, Union Station), Interstate 10 (San Bernardino Freeway, to the I-710) and State Route 60 (Pomona Freeway, I-710 to 605) on the north, I-605 (San Gabriel River Freeway) on the east, and Interstate 5 (Santa Ana Freeway) on the south. MTA and FTA are interested in comments as to the possible need to extend the boundaries of this corridor study area to consider longer range transportation needs. The western part of the Los Angeles Central Business District (to the I-110 Harbor Freeway) may be considered a part of the study area depending on the extent of the alternatives considered west of Union Station and Alameda Avenue.

The MTA has considered extension of the Los Angeles Rail Rapid Transit Project (Metro Red Line) to the Eastside communities for many years. The most recent study led to the adoption of a Locally Preferred Alternative to extend the Metro Red Line as a subway for 6.8 miles into the Eastside communities. The initial phase (3.7 miles) of the Eastside heavy rail subway project continued into Final Design and right-of-way acquisition activities assuming the funding was available to construct the project, and MTA entered into a Full Funding Grant Agreement for the initial phase with FTA in December 1994. Subsequently, an evaluation of the current local funding available for the Eastside project and other rail projects in Los Angeles County led to a suspension of work in May 1998. Voters also approved a new County law in November 1998 that restricts the use of Proposition A and C sales tax revenues for "new subways". The MTA was directed to study viable and effective options for all parts of Los Angeles County, with an emphasis on the corridors in which rail project development efforts had been suspended. As a result, MTA has decided to undertake this current study that will involve an in-depth review of fixed guideway and other modal alternatives (rail and bus) that could lead to a project that is affordable, meets corridor mobility and related needs and goals, and is acceptable to the community. The Eastside community is one of the most transit-dependent and transit-oriented communities in Los Angeles County. Many of the highest MTA and Montebello Transit ridership bus routes are there. The commercial and shopping areas on Cesar Chavez Avenue, 1st Street and Whittier

Boulevard are not only important to the community but serve the needs of a much larger area. The two colleges (California State University at Los Angeles and the East Los Angeles Community College) in the study area are important to the cultural and educational needs of the Eastside and require quality public transit accessibility.

**III. Alternatives**

The alternatives proposed for initial consideration in the Re-Evaluation Major Investment Study (see FTA Procedures below) include: (1) Exclusive busway alternatives between Union Station and Whittier/Atlantic via 1st St., Lorena, Whittier or other alternative arterial roadways that would be at-grade or elevated. (2) Light rail alternatives between Union Station and Whittier/Atlantic via 1st St., Lorena, Whittier or other alternative arterial roadways that would be at-grade or elevated. (3) A Heavy Rail alternative from Union Station to Chavez/Soto without a Little Toyko station. (4) The Heavy Rail LPA initial operating segment (IOS-2, 3.7 miles) from Union Station to 1st/Lorena as identified in the 1994 FEIS/FEIR and the FTA Record of Decision, December 1994 and is the currently suspended Locally Preferred Alternative project. (5) The Heavy Rail Locally Preferred Alternative (LPA) from Union Station to Whittier/Atlantic. This 6.8-mile alternative consists of a heavy rail subway that would follow the alignment identified in the 1994 FEIS/FEIR and the FTA Record of Decision, December 1994. (6) A Transportation Demand Management (TDM)/Transportation System Management (TSM) Alternative. (7) A No Build Alternative, which involves no change to transportation services or facilities in the corridor beyond already committed projects.

Other alignment alternatives involving rail or bus may be developed in the scoping process in the early stages of the study.

**IV. Probable Effects**

FTA and MTA will evaluate significant environmental, social, and economic impacts of the alternatives to be analyzed in the SEIS/SEIR. Among the primary transit issues to be evaluated are the expected increase in transit ridership, the expected increase in mobility for the corridor's transit dependent, the support of the region's air quality goals, the capital outlays needed to construct the project, the cost of operating and maintaining the facilities created by the project, and the financial impacts on the funding

agencies. Potentially affected environmental and social resources proposed for analysis include land use and neighborhoods impacts, residential and business displacements and relocations, traffic and parking impacts near stations, traffic circulation, visual impacts, impacts on cultural and archaeological resources, and noise and vibration impacts. Impacts on air and water quality, groundwater, hazardous waste sites, and water resources will also be covered. The impacts will be evaluated both for the construction period and for the long-term period of operation. Measures to mitigate adverse impacts will be considered.

## V. FTA Procedures

A Re-Evaluation Major Investment Study (MIS) will initially be prepared to evaluate several rail and bus mode and alignment options. The MIS/Draft SEIS/SEIR and the conceptual engineering for the project will be prepared simultaneously. Following FTA approval, Preliminary Engineering would be conducted during preparation of the Final SEIS/SEIR. The impacts of these initial alternatives will be evaluated on a corridor-level basis during the Re-Evaluation/MIS and SEIS/SEIR scoping phase. The alternatives coming out of this initial evaluation will then be assessed in the Draft SEIS/SEIR. The Draft SEIS/SEIR/conceptual engineering process will assess the social, economic, and environmental impacts of the proposed alternatives at a project-level while refining their design to minimize and mitigate any adverse impacts. After its publication, the Draft SEIS/SEIR will be available for public and agency review and comment, and a public hearing will be held. On the basis of the Draft SEIS/SEIR and comments received, MTA will select a preferred alternative to carry forward into the Final SEIS/SEIR. The Final SEIS/SEIR will be based on information resulting from Preliminary Engineering.

Issued On: August 9, 1999.

**Leslie Rogers,**

*Regional Administrator, Federal Transit Administration, Region IX.*

[FR Doc. 99-20952 Filed 8-12-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-99-6081]

#### Notice of Receipt of Petition for Decision That Nonconforming 1999-2000 Ferrari 360 Modena Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1999-2000 Ferrari 360 Modena passenger cars are eligible for importation.

**SUMMARY:** This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1999-2000 Ferrari 360 Modena passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is September 13, 1999.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 9 am to 5 pm.]

**FOR FURTHER INFORMATION CONTACT:** George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

#### SUPPLEMENTARY INFORMATION:

##### Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of

the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

J.K. Motors of Kingsville, Maryland ("J.K.") (Registered Importer 90-006) has petitioned NHTSA to decide whether 1999-2000 Ferrari 360 Modena passenger cars are eligible for importation into the United States. The vehicles which J.K. believes are substantially similar are 1999-2000 Ferrari 360 Modena passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1999-2000 Ferrari 360 Modena passenger cars to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

J.K. submitted information with its petition intended to demonstrate that non-U.S. certified 1999-2000 Ferrari 360 Modena passenger cars, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 1999-2000 Ferrari 360 Modena passenger cars are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence*, 103 *Defrosting and Defogging Systems*, 104