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### Background

As stated in FHWA's March 27, 1998 notice of intent (63 FR 14989), the EIS will build upon the work performed previously for the Ohio River Major Investment Study (ORMIS), and will discuss the environmental, social and economic impacts associated with the development of the proposed action and a range of alternatives.

The scoping process for the EIS builds on the extensive public and agency involvement that occurred during ORMIS and the public involvement activities that have occurred since the publication of the March 27, 1998 notice of intent. As part of those activities, a Federal agency finding was held on October 6, 1998, to introduce interested Federal agencies to the proposed project. Two public information meetings were held on December 1-2, 1998, in Jeffersonville, Indiana, and Louisville, Kentucky, respectively, to introduce the public to the proposed project and to answer questions about the EIS process. Briefings for Indiana and Kentucky State agencies were held on February 10 and February 16, 1999, respectively. Two additional public information meetings were held on April 14-15, 1999, in Jeffersonville, Indiana, and Louisville, Kentucky, to allow members of the public to provide comments concerning the scope of, and significant issues to be addressed in, the EIS.

A project web site has been established at [www.kyinbridges.com](http://www.kyinbridges.com) and a quarterly newsletter entitled "Riverlink" began publication in November 1998. A mailing list is being maintained of all those members of the public who have requested notice of meetings, hearings, and/or the availability of information and documents concerning the proposed action. Public comments on the project may be submitted in writing, care of Community Transportation Solutions, Inc., 10000 Shelbyville Road, Louisville, KY 40223; via electronic mail at the project web site; by facsimile at 502-253-9520; or by calling the project's toll-free number at 800-513-6691.

In addition to the foregoing opportunities for public participation, scoping meetings will be held in September 1999. A Federal and State agency scoping meeting will occur on

September 8, 1999, at 9 a.m., in Room 105, South Wing, Kentucky Fair and Exposition Center, Louisville, Kentucky, to solicit agency input concerning the scope of the EIS. The public is invited to two public meetings, to be held as follows: September 1, 1999, at 6 p.m., at the Jeffersonville High School cafeteria, Clark County, Indiana; and September 2, 1999, at 6 p.m., at the Ballard High School cafeteria, Jefferson County, Kentucky. A scoping document that describes current alternatives under consideration and identifies currently known relevant issues can be obtained from the project web site ([www.kyinbridges.com](http://www.kyinbridges.com)) or the project consultant's office.

Additional public and agency meetings are anticipated during the preparation of the EIS to allow the public and agencies to remain informed and provide input into the preparation of the EIS. A Regional Advisory Council and four Area Work Groups have been formed to provide a more formal method of input from affected constituencies within the project area. The Regional Advisory Council will address regional goals relating to transportation, economic development, and quality of life. The Area Work Groups will address issues of concern to specific geographic areas potentially affected by the proposed action and alternatives. All meetings of these groups are open to the public. Information on the membership of these groups and their meeting dates can be obtained from project web site or by contacting Community Transportation Solutions, Inc., at 800-513-6691. Finally, the release of the draft EIS for public comment and the date of the formal public hearing will be announced to the public as such dates are established.

Comments on the scope and significant issues to be addressed in the EIS, or questions concerning this proposed action and the EIS process, may be submitted to the FHWA at the address provided above, or to the project consultant through one of the methods identified 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.)

(23 U.S.C. 315; 49 CFR 1.48)

Issued on August 12, 1999.

**Dennis Luhrs,**

*Assistant Division Administrator, Frankfort, Kentucky.*

[FR Doc. 99-21451 Filed 8-19-99; 8:45 am]

BILLING CODE 4910-22-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

### Federal Transit Administration

### Draft Environmental Impact Statement; Denver, Arapahoe, and Douglas Counties

**AGENCIES:** Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), DOT.  
**ACTION:** Notice of availability.

**SUMMARY:** In compliance with the National Environmental Policy Act of 1969, the FHWA and FTA, in cooperation with the Colorado Department of Transportation (CDOT) and the Regional Transportation District (RTD), have jointly prepared a Draft environmental impact statement (EIS) for proposed transportation improvements in the Southeast Corridor of the Denver, Colorado metropolitan area. The project is within the municipalities of Denver, Arapahoe and Douglas Counties. The Draft EIS identifies a preferred alternative and the associated environmental impacts of the proposed preferred alternative. Interested citizens are invited to review the Draft EIS and submit comments. Copies of the Draft EIS may be obtained by telephoning or writing the contact person listed below under Addresses. Public reading copies of the Draft EIS are available at the locations listed under Supplementary Information.  
**DATES:** A 45-day public review period will begin on August 20, 1999 and conclude on October 5, 1999. Written comments on the scope of the alternatives and impacts to be considered must be received by CDOT by October 4, 1999. Public hearings to receive oral comments on the Draft EIS will be held in two locations in Denver. See Supplementary Information section for hearing dates and locations.

**ADDRESSES:** Written comments on the Draft EIS should be addressed to Jim Bumanglag, Project Manager, Colorado Department of Transportation, Southeast Corridor, 4201 East Arkansas, Denver, CO 80222. Requests for a copy of the Draft EIS may be addressed to Mr. Bumanglag at the address above. Please see Supplementary Information section for a listing of the available documents and formats in which they may be

obtained. Copies of the Draft EIS are also available for public inspection and review. See Supplementary Information section for locations.

**FOR FURTHER INFORMATION CONTACT:** To request copies of the Draft EIS or for additional information, contact: Mr. Vincent P. Barone, FHWA Colorado Division, 555 Zang Street, Room 250, Denver, CO 80228, Telephone (303) 969-6730, extension 369; or Mr. David L. Beckhouse, FTA Region VIII, 216 16th Street Mall, Suite 650, Denver, CO 80202, Telephone (303) 844-3242

**SUPPLEMENTARY INFORMATION:**

*Hearing Dates and Locations:*

- Thursday, September 9, 1999, Most Precious Blood Catholic School, 2250 South Harrison Street, Denver, CO 80237, 4:00 p.m. to 7:00 p.m.
- Thursday, September 16, 1999, Calvary Baptist Church, 6500 East Girard Avenue, Denver, CO 80224, 4:00 p.m. to 7:00 p.m.

*Copies of the Draft EIS, supporting technical reports and engineering plan sheets are available in hard copy format for public inspection at:*

- CDOT Region 6 Office, 2000 South Holly Street, Denver, CO 80222, 303-757-9372
- CDOT Environmental Services, 1325 S. Colorado Boulevard, Denver, CO 80222, 303-757-9259
- RTD Administrative Services, 1600 Blake Street, Denver, CO 80202, 303-299-2484
- Denver Public Library, 10 West 14th Avenue, Denver, CO 80203, 303-640-6220
- Castlewood Public Library, 6739 South Uinta Street, Denver, CO 80237, 303-771-3197
- Southeast Corridor Project Office (Carter & Burgess), 216 16th Street Mall, Suite 1700, Denver CO 80202, 303-820-5278

The Draft EIS evaluated a No-Action, and a Preliminary Preferred Alternative (including transportation management solutions) in the I-25 Southeast Corridor study limits from Broadway to Lincoln Avenue, which includes I-225 from I-25 to Parker Road, and determined the estimated costs and potential impacts associated with each. CDOT was the local lead agency for the preparation of the Draft EIS. The Draft EIS satisfies the requirements of the 1999 Clean Air Act Amendments.

The FHWA, the FTA, the CDOT, the RTD and other local agencies invite interested individuals, organizations, and Federal, State and local agencies to comment on the identified preferred alternative and associated social, economic, or environmental impacts related to the alternatives.

The preferred alternative is consistent with the Southeast Corridor Major Investment Study completed in July, 1997. It begins at approximately I-25 and Broadway and proceeds south and southeast to Lincoln Avenue following the general alignment of I-25. Also included is a segment along I-225 from I-25 to Parker Road. The preferred alternative excludes any proposed roadway improvements near I-25 from 6th Avenue to approximately the Logan Street crossing including the I-25 interchanges at Alameda, Santa Fe, and Broadway. The primary purpose of the Southeast Corridor Multi-Modal Project is to improve travel time and enhance safety along these two transportation corridors, while causing the least disruption to neighboring residents and businesses. The Southeast Corridor is the most heavily congested corridor on a daily basis, in the State of Colorado. It has been the focus of study for twenty years. These studies have consistently recommended that improvements be made to the highway system and to the provision of public transit.

The alternatives evaluated in the Draft EIS include the following:

1. The No-Action alternative served as the baseline for environmental analysis and consists of the existing transit and highway systems and all projects contained in the federally approved Transportation Improvement Program (TIP) for the Denver metropolitan area.
2. The Preliminary Preferred Alternative generally used the I-25 right-of-way between Broadway and Lincoln Avenue, and the I-225 right-of-way between I-25 and Parker. There are 17.9 miles of double tracked light rail transit beginning at the existing Broadway Station and ending at Lincoln Avenue on the west side of I-25. Light rail will also be added to the median of I-225, from I-25 to the existing Nine Mile Park-n-Ride. There will be thirteen stations. Improvements to I-25 and I-225 consist of one additional lane in each direction on I-25 from Logan Avenue to I-225, two additional lanes in each direction on I-25 from I-225 to C-470/E-470 and one additional lane in each direction on I-225 from I-25 to Yosemite. This alternative is designed to accommodate future transportation needs and includes improvements to the highway, transportation systems management, and pedestrian and bicycle facilities in the study area.

The FHWA, the FTA, the CDOT and the RTD evaluated all significant social, economic, and environmental impacts of the alternatives. The primary areas of examination included transit ridership, the capital outlays needed to construct the recommended alternative, the cost

of operating and maintaining facilities created by the project, and the financial requirements on the funding agencies. Environmental and social impacts evaluated in the analysis include land use and neighborhood impacts, traffic and parking impacts near stations, visual impacts, hazardous material impacts, impacts on cultural and paleontological resources, and noise and vibration impacts. Impacts on natural areas, threatened and endangered species, air and water quality, and groundwater are also covered. Right-of-way impacts are also identified. Impacts were also evaluated both for the construction period and for the long-term period of operation. Measures to mitigate adverse impacts were developed.

In accordance with the Federal Transit Act, as amended, and FHWA and FTA policy, the Draft EIS was prepared with required engineering design studies necessary to complete the document. On the basis of the Draft EIS and the comments received, a preferred alternative will be selected and preparation of the Final EIS and Record of Decision will proceed.

(23 U.S.C. 315; 49 U.S.C. 107, 5301 *et seq.*; 49 CFR 1.48 and 1.51)

Issued on August 12, 1999.

**James Daves,**

*Division Administrator, Federal Highway Administration, Lakewood, Colorado.*

**Louis F. Mraz, Jr.,**

*Regional Administrator, Federal Transit Administration, Region VIII, Denver, Colorado.*

[FR Doc. 99-21395 Filed 8-19-99; 8:45 am]

BILLING CODE 4910-22-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 99-5541; Notice 2]

#### Vectrix Corporation; Grant of Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 123

For the reasons expressed below, we are granting the petition by Vectrix Corporation of New Bedford, Massachusetts, for a temporary exemption of two years from a requirement of S5.2.1 (Table 1) of Federal Motor Vehicle Safety Standard No. 123 *Motorcycle Controls and Displays*. The basis of the grant is our finding that "the exemption would make the development or field evaluation of a low-emission vehicle easier and would not unreasonably