

collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burdens could be minimized, including the use of electronic technology, without reducing the quality of the collected information.

FOR FURTHER INFORMATION CONTACT: Wayne Coil, (202) 366-2038, Office of Real Estate Services, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:30 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: State Right-of-Way Operations Manuals.

OMB Control No.: 2125-0586.

Background: The Federal Highway Administration (FHWA) issued a final rule for the Right-of-Way Program on December 21, 1999 (**Federal Register** Volume 64, Number 244, pages 71284-71297). This issuance was a comprehensive rewrite of rules governing the use of Federal-aid funds for right-of-way acquisition, property management, and project development. The regulation reduces Federal regulatory requirements and places primary responsibility for a number of approval actions at the state level. The rule states that states must certify at 5-year intervals that their State Right-of-Way Operations Manuals are representative of their procedures, or submit an updated manual. STDs are required to update their manuals to reflect changes in Federal requirements for programs administered under Title 23 U.S.C. These manuals reflect how the STD plans to perform real estate acquisition, property management, and maintain the integrity of the right-of-way for highway and related transportation systems. The State manuals may be submitted to FHWA electronically or they can be made available by postings on state Web sites.

Respondents: State Departments of Transportation (52 including the District of Columbia and Puerto Rico).

Frequency: Once initially, then States update their operations manuals for review.

Estimated Average Burden per Response: 75 hours per respondent.

Estimated Total Annual Burden Hours: 75 hours for each of the 52 State Departments of Transportation. The total is rounded to 4,000 burden hours annually.

Issued on: October 2, 2003.

James R. Kabel,

Chief, Management Programs and Analysis Division.

[FR Doc. 03-25520 Filed 10-7-03; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket Nos. FMCSA-98-3298 and FMCSA-98-3299]

Notice of Scoping Meetings and Soliciting Scoping Comments for Programmatic Environmental Impact Statement and General Conformity Evaluation for Proposal To Promulgate North American Free Trade Agreement Regulations

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Announcement of public scoping meetings.

SUMMARY: The agency is in the early stages of preparing an environmental analysis, including a Programmatic Environmental Impact Statement (PEIS) and a General Conformity Evaluation (GCE), assessing the potential environmental impacts' such as impact on air quality' on its proposal to promulgate regulations allowing trucks and buses domiciled in Mexico to operate throughout the United States under conditions ensuring public safety. The FMCSA is holding several public meetings on environmental issues and concerns to be considered in the PEIS and GCE. The purpose of these meetings is to obtain the public's input on the potential range or scope of environmental impacts and alternatives that should be considered in the PEIS and GCE. FMCSA invites the public to submit comments on the environmental issues and topics that they believe are appropriate for inclusion in these analyses.

DATES: See **SUPPLEMENTARY INFORMATION** section for meeting dates.

ADDRESSES: See **SUPPLEMENTARY INFORMATION** section for meeting addresses.

FOR FURTHER INFORMATION CONTACT: Mr. Charles Rombro, Analysis Division, Office of Information Management, (202) 366-1861, FMCSA, Department of Transportation, 400 Seventh Street SW., Washington, DC 20590-0001. You may also visit FMCSA's Web site at <http://www.fmcsa.dot.gov/NAFTA/EIS> or call FMCSA's toll-free hotline number at

(800) 288-5634. Inquiries may be made in Spanish or English.

SUPPLEMENTARY INFORMATION:

Meeting Dates and Addresses

The scoping meeting addresses, dates and times are as follows:

1. El Paso—October 21, 2003, 7 p.m. "9 p.m.; Franklin High School, 900 North Resler Drive, El Paso, TX; (915) 832-6600.
2. Phoenix—October 21, 2003; 7 p.m. "9 p.m.; Wyndham Phoenix Hotel, 50 East Adams Street, Phoenix, AZ; (602) 333-0000.
3. San Diego—October 22, 2003; 7 p.m. "9 p.m.; San Diego Concourse, 202 C Street, San Diego, CA; (619) 525-5000.
4. Nogales—October 22, 2003; 7 p.m. "9 p.m.; Santa Cruz County Complex, 2150 N. Congress Drive, Nogales, AZ; (520) 375-7812.
5. Los Angeles—October 23, 2003; 7 p.m. "9 p.m.; Los Angeles Convention Center; 1201 South Figueroa Street; Los Angeles, CA; (213) 741-1151.
6. Las Cruces—October 27, 2003; 7 p.m. "9 p.m.; New Mexico State University, Corbett Center Student Union; Las Cruces, NM; (505) 646-3049.
7. Laredo—October 27, 2003; 7 p.m. "9 p.m.; Texas A&M International University, 5201 University Blvd, Laredo, TX; (956) 326-2001.
8. Houston—October 28, 2003; 7 p.m. "9 p.m.; Reliant Arena; One Reliant Park, Houston, TX; (800) 776-4995.
9. Washington, DC—October 30, 2003; 2 p.m. "4 p.m.; Loews L'Enfant Plaza Hotel; 480 L'Enfant Plaza, Washington, DC; (202) 484-1000.

Pre-Registration to Speak at Public Meetings

Persons wanting to speak at a public meeting are encouraged to pre-register by calling FMCSA's toll-free hotline at (800) 288-5634 and leave their name, telephone number, the name of any group, business, or agency affiliation, if applicable, and the date and location of the meeting at which they wish to speak. The deadline for pre-registration for all meetings is October 20, 2003.

Persons will be called to speak at each meeting in the following order: elected officials, those who pre-registered, and then those wishing to speak who did not pre-register. Those wishing to speak at more than one meeting will also be accommodated, after their first meeting, as time allows and after all others have had an opportunity to participate. As FMCSA would like as many persons as possible to participate and since there will be a limited amount of time at each meeting, all speakers are strongly

encouraged to prepare summary oral comments, and submit detailed comments in writing at the meeting or as described below. FMCSA also encourages groups of individuals with similar comments to designate a representative to speak for them. A translator will be available at the meetings for Spanish-speakers wishing to speak.

In addition to submitting comments at the public meetings, the public may submit comments to FMCSA by November 7, 2003, via one of the following:

- Project Web site at <http://www.fmcsa.dot.gov/NAFTAIEIS>;
- E-mail to NAFTAIEIS@fmcsa.dot.gov;
- FAX at (800) 260-9702; or
- Mail to NAFTA EIS, P.O. Box 4050, Merrifield, VA 22116-4050.

After completing the scoping comment process, FMCSA will prepare a draft EIS and GCE to address the environmental concerns identified by the public. This draft EIS will be made publicly available for review and comment. FMCSA will then prepare a final EIS and issue a record of decision that considers and responds to comments concerning the draft EIS. Both the draft and final PEIS will be available to the public on the Project Web site at <http://www.fmcsa.dot.gov/NAFTAIEIS>. In addition, copies can be requested by calling FMCSA's toll-free hotline at (800) 288-5634.

Background

The FMCSA is responsible for ensuring the safe operation of commercial motor vehicles within the United States. In carrying out these responsibilities, FMCSA proposed regulations in May 2001 prescribing application procedures and procedures for monitoring the safety of Mexico-domiciled carriers seeking permission to operate within the United States. FMCSA proposed these rules pursuant to NAFTA and in anticipation of the President lifting a moratorium previously imposed by Congress on the operating authority of Mexico-domiciled carriers. The proposed regulations would permit Mexico-domiciled carriers to operate throughout the entire United States, rather than only in the narrow border commercial zone to which they are currently confined. The implementation of the rules was put on hold as a result of a court decision finding FMCSA should have conducted a more extensive analysis of the environmental impacts of the regulations. See *Public Citizen v. Department of Transportation*, 316 F. 3d 1002 (9th Cir. 2003).

FMCSA is now in the process of preparing a more extensive environmental analysis of the potential impacts of the rules. This will include a detailed analysis of the environmental impacts of the rules and other alternatives, called a "Programmatic Environmental Impact Statement" or PEIS, to be prepared pursuant to the National Environmental Policy Act of 1969. It also will include an analysis of specific air quality impacts, called a "General Conformity Evaluation" or GCE, to be prepared pursuant to the Clean Air Act of 1990. A notice of intent to prepare a PEIS and a GCE was published in the **Federal Register** on August 26, 2003 [68 FR 51322].

(Authority: 40 CFR 1506.6)

Issued on: October 3, 2003.

Annette M. Sandberg,
Administrator.

[FR Doc. 03-25618 Filed 10-7-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

Docket No. FRA-2003-16097

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

The Union Pacific Railroad Company seeks approval of the proposed discontinuance and removal of the automatic block signal system through Miller Yard, between milepost 258.1 and milepost 260.7, at Miller, Texas, on the Ennis Subdivision, Fort Worth Division, consisting of the discontinuance and removal of signal No.'s 2596, 2597, 2600, and 2603. Automatic block signals will continue southward from the end of siding location at milepost 258.1, and the northbound automatic signal located at 260.1 will be converted to a yellow "D" signal in approach to the CTC signals

and controlled switch location at milepost 260.9.

The reason given for the proposed changes is that the signals were originally installed to expedite the movement of passenger trains that no longer use this line, and the ABS system inhibits switching operations in the yard.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and include a concise statement of the interest of the party 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 PL-401 (Plaza Level), 400 7th Street, SW., 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 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>.

FRA wishes to inform all potential commenters that anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <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 October 2, 2003.

Grady C. Cothen,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 03-25419 Filed 10-7-03; 8:45 am]

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