

prepared for a proposed transportation project along Section 019 of U.S. 219. This section extends from the southern terminus of the Meyersdale Bypass in Somerset County, Pennsylvania to I-68 in Garrett County, Maryland.

FOR FURTHER INFORMATION CONTACT:

David W. Cough P.E., Director of Operations, Federal Highway Administration, Pennsylvania Division Office, 228 Walnut Street, Room 508, Harrisburg, Pennsylvania, 17101-1720, Telephone: (717) 221-3411; David L. Sherman, P.E., Project Manager, Pennsylvania Department of Transportation, Engineering District 9, 1620 North Juniata Street, Hollidaysburg, Pennsylvania, 16648, Telephone: (814) 696-7170; or Russell Walto, P.E., Project Manager, Maryland State Highway Administration, 707 North Calvert Street, Mailstop C-301, Baltimore, Maryland 21202, Telephone: (410) 545-8547.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Pennsylvania Department of Transportation (PENNDOT) and the Maryland State Highway Administration (SHA), will conduct a Design Location Study and will prepare an Environmental Impact Statement (EIS) to evaluate alternatives that upgrade the current two-lane transportation system. The study area will extend from the southern terminus of the Meyersdale Bypass in Somerset County, Pennsylvania to I-68 in Garrett County, Maryland. The corridor is approximately 8.1 miles in length.

The initial stage of this process is for development of conceptual alternatives. A range of conceptual alternatives will be developed and examined within the context of the identified project needs, environmental and socioeconomic constraints, and public input, as well as their consistency with county and municipal plans and policies. Alternatives to be examined will include the No-Build Alternative as well as Build Alternatives. This analysis will be used to refine the alternatives or eliminate a particular alternative(s) from further consideration due to the potential for socio-economic, environmental, or engineering impacts. This stage of the study will result in a Preliminary Alternatives Analysis Report.

Following the preliminary analysis, the alternatives that are recommended for further study will be developed in greater detail and the environmental impacts for each will be assessed and described in the Environmental Impact Statement.

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 express an interest in the proposal. Public involvement and inter-agency coordination will be maintained throughout the development of the study. Public notices of the time and place of the public meetings and any required public hearings will be provided.

To ensure that the full range of issues related to this proposed action is addressed and that all significant issues are identified, comments and suggestions are invited from interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA, PENNDOT, or MDSHA at the addresses 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 apply to this program.)

Dated: October 10, 2003.

David C. Lawton,

Assistant Division Administrator, Harrisburg, Pennsylvania.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-55 (Sub-No. 644X)]

CSX Transportation, Inc.— Discontinuance of Service Exemption—in Allegheny County, PA

CSX Transportation, Inc. (CSXT) has filed a verified notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments and Discontinuances of Service* to discontinue service over an approximately 11.2-mile line of railroad, extending between milepost BG 7.2 at Glenshaw and milepost BG 18.4 at Bakerstown, in Allegheny County, PA. The line traverses United States Postal Service Zip Codes 15044, 15101, and 15116. There are no stations on the line.

CSXT has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) any overhead traffic on the line can be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or with any U.S. District Court or has

been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the discontinuance shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on November 18, 2003,¹ unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues and formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² must be filed by October 27, 2003. Petitions to reopen must be filed by November 6, 2003, with: Surface Transportation Board, 1925 K Street, NW, Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to applicant's representative: Natalie S. Rosenberg, 500 Water Street, J150, Jacksonville, FL 32202.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: October 8, 2003.

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

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¹ Because this is a discontinuance of service proceeding and not an abandonment, trail use/rail banking and public use conditions are not appropriate. Additionally, this proceeding is exempt from environmental and historic reporting requirements under 49 CFR 1105.6(c)(6) and 1105.8. Nevertheless, CSXT filed environmental and historic reports with its notice.

² Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1,100. See 49 CFR 1002.2(f)(25).