

Department of Transportation and Public Facilities (ADOT&PF).

ACTION: Notice of intent.

SUMMARY: ADOT&PF, on behalf of FHWA, will be preparing a supplemental draft environmental impact statement (SDEIS) and section 4(f) Evaluation, in accordance with Title 23 CFR part 771, for the Sterling Highway MP 45 to MP 60 project and invites public comment. The supplement updates a draft EIS approved and circulated for public review in 1994.

The Sterling Highway is the only highway connecting the western Kenai Peninsula with the remainder of the nation's highway system. The highway parallels the Kenai River and passes through State and federal public lands and the community of Cooper Landing.

The proposed project provides a highway meeting current design standards. Alternatives under consideration include: (1) The No-Build Alternative, (2) constructing a new location facility north of the existing Sterling Highway, (3) constructing a new location facility south of the existing Sterling Highway, (4) constructing an improved facility along the same corridor as the existing facility.

FOR FURTHER INFORMATION CONTACT: Mr. Tim Haugh, Environmental and Right-of-Way Programs Manager, Alaska Division FHWA, P.O. Box 21648, Juneau, Alaska 99802-1648, Telephone (907) 586-7430; Ms. Miriam Tanaka, P.E., Project Manager, Preliminary Design and Environmental, ADOT&PF, P.O. Box 196900, Anchorage, Alaska 99519-6900, Telephone (907) 269-0546. ADOT&PF has established a Web site for the project: <http://www.sterlinghighway.net>.

SUPPLEMENTARY INFORMATION: ADOT&PF and FHWA published a Draft EIS for the Sterling Highway MP 37 to 60 Project in 1994. The following year, FHWA agreed to advance a portion of the proposed improvements under a separate environmental document. The current supplement reexamines the MP 45 to 60 portion of the improvement studied in the Draft EIS.

Public lands in the project area include the Mystery Creek Wilderness Unit of the Kenai National Wildlife Refuge, Chugach National Forest (including campgrounds, recreation areas, and trails), the Resurrection Pass National Recreation Trail, and the State of Alaska Kenai River Special Management Area. The project area also includes the Sqilantnu Archaeological District and the Cooper Landing Historic District.

The existing highway is narrow without shoulders or clear zones and has many curves and driveways. The proposed improved highway includes wider shoulders, passing and turning lanes, clear zones or barricades, new bridge construction, improved drainage systems, and slope stabilization. Title XI of the Alaska National Interest Lands Conservation Act (ANILCA), which addresses transportation corridors that cross certain conservation lands contains additional procedural review requirements and specific timeframes should a preferred alternative be chosen that impacts an ANILCA Title XI resource. The Resurrection Pass National Recreation Trail and Mystery Creek Wilderness Unit warrant ANILCA Title XI procedures in addition to FHWA regulations governing implementation of the National Environmental Policy Act (NEPA), 23 CFR part 771.

The U.S. Department of the Interior, Fish and Wildlife Service Regional Administrator, and the USDA Forest Service, Chugach Forest Supervisor, have agreed to combine the environmental requirements imposed by ANILCA with the requirements of 23 CFR part 771 by designating the FHWA as the lead agency for compliance with NEPA.

The U.S. Fish and Wildlife Service, the USDA Forest Service, and the U.S. Army Corps of Engineers are cooperating agencies in the development of the SDEIS.

ADOT&PF is undertaking an on-going, large-scale public involvement program including public events in Cooper Landing, the Soldotna area, and Anchorage. Public notices will continue to be published in local newspapers and on the project Web site (<http://www.sterlinghighway.net>) regarding the times and places of all events. These events, with on-going public comment, are intended to provide a public forum that affords a full opportunity for presenting views on the social, economic, natural, and other effects of the alternative locations and design features. Comments and suggestions are invited from all interested parties and should be directed to the FHWA and/or ADOT&PF at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction)

Issued on: April 28, 2003.

David C. Miller,

Division Administrator, Federal Highway Administration.

[FR Doc. 03-12448 Filed 5-16-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34284]

Southwest Gulf Railroad Company— Construction and Operation Exemption—Medina County, TX

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of exemption.

SUMMARY: Under 49 U.S.C. 10502, the Board conditionally exempts from the prior approval requirements of 49 U.S.C. 10901 the construction and operation by Southwest Gulf Railroad Company (SGR) of an approximately 7-mile line of railroad in Medina County, TX. The planned line will extend from Vulcan Construction Materials, LP's¹ proposed quarry in the north central part of the county to a connection at approximately milepost 250 near Dunlay of the Del Rio Subdivision of the Union Pacific Railroad Company.

DATES: The exemption will not become effective until the environmental review process is completed. Once that process is completed, the Board will issue a further decision addressing the environmental matters and establishing an exemption effective date at that time, if appropriate. Petitions to reopen must be filed by June 9, 2003.

ADDRESSES: An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34284, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, one copy of all pleadings must be served on petitioner's representative: David H. Coburn, Steptoe & Johnson LLP, 1330 Connecticut Avenue, NW., Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT:

Beryl Gordon (202) 565-1600.

[Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.]

SUPPLEMENTARY INFORMATION:

Additional information is contained in the Board's decision. Copies of the decision may be purchased from Dā 2 Dā Legal Copy Service by calling (202) 293-7776 (assistance for the hearing impaired is available through FIRS at 1-800-877-8339) or by visiting Suite 405, 1925 K Street, NW., Washington, DC 20006.

¹ Vulcan Construction Materials, LP is a subsidiary of Vulcan Materials Company, and SGR is affiliated with Vulcan Materials Company through common ownership.

Board decisions and notices are available on our Web site at WWW.STB.DOT.GOV.

Decided: May 9, 2003.

By the Board, Chairman Nober and Commissioner Morgan.

Vernon A. Williams,
Secretary.

[FR Doc. 03-12263 Filed 5-16-03; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-55 (Sub-No. 632X)]

CSX Transportation, Inc.— Abandonment Exemption—in Lee County, NC

CSX Transportation, Inc. (CSXT), has filed a notice of exemption under 49 CFR Part 1152 Subpart F—*Exempt Abandonments* to abandon an approximately 0.64-mile line of railroad between milepost AE 245.06 and milepost AE 245.70 in Sanford, Lee County, NC. The line traverses United States Postal Service Zip Code 27331.

CSXT has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (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 (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 1105.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment 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, these exemptions will be effective on June 18, 2003, unless stayed pending reconsideration. Petitions to stay that do not involve environmental

issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by May 29, 2003. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by June 9, 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 the applicant's representative: Natalie S. Rosenberg, Counsel, CSX Transportation, Inc., 500 Water Street, J150, Jacksonville, FL 32202.

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

CSXT has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. SEA will issue an environmental assessment (EA) by May 23, 2003. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423-0001) or by calling SEA, at (202) 565-1552. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.] Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), CSXT shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by CSXT's filing of a notice of consummation by May 19, 2004, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at WWW.STB.DOT.GOV.

Decided: May 12, 2003.

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section on Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

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

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

Vernon A. Williams,
Secretary.

[FR Doc. 03-12262 Filed 5-16-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-33 (Sub-No. 163X)]
and [STB Docket No. AB-364 (Sub-No. 8X)]

Union Pacific Railroad Company— Abandonment Exemption—in Lamar and Fannin Counties, TX and Texas Northeastern Division, Mid-Michigan Railroad, Inc.—Discontinuance of Service Exemption—in Lamar and Fannin Counties, TX

Union Pacific Railroad Company (UP) and Texas Northeastern Division, Mid-Michigan Railroad, Inc. (TNER), have filed a notice of exemption under 49 CFR Part 1152 Subpart F—*Exempt Abandonments and Discontinuances of Service* for UP to abandon and TNER to discontinue service over a 33.5-mile portion of the Bonham Subdivision between milepost 94.0, near Paris, and milepost 127.5, east of Bonham, in Lamar and Fannin Counties, TX.¹ The line traverses United States Postal Service Zip Codes 75418, 75421, 75446, 75460 and 75492.

UP and TNER have 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 (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 these exemptions, any employee adversely affected by the abandonment or 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)

¹ TNER leases the line from UP.