

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/NAFTAeis>;
- E-mail to NAFTAeis@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/NAFTAeis>. 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.

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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.

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