

are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to FHWA and/or RCTC at the addresses provided above.

(Catalog of Federal 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.)

Issued on: July 23, 2001.

Jeffrey W. Kolb,

Team Leader, Program Delivery Team-South Sacramento, California.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement, Riverside County, California

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of Intent.

SUMMARY: The Federal Highway Administration (FHWA), as lead agency, in cooperation with the Riverside County Transportation Commission (RCTC) and the California Department of Transportation intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act of 1969 (NEPA). The EIS will study alternatives to implement transportation corridor improvements in western Riverside County, specifically improvements for the Winchester to Temecula (North to South) transportation corridor.

Pursuant to 40 CFR 1508.28, FHWA intends to tier the EIS for this project. The Tier 1 EIS to be prepared pursuant to this notice will be used to support a route location decision. A future Tier 2 EIS will be prepared to present the design features and construction level of detail for the evaluation of alternatives within the preferred route.

FOR FURTHER INFORMATION CONTACT: Mary Ann Rondinella, Environmental Specialist, Federal Highway Administration, 980 Ninth Street, Suite 400, Sacramento, CA 95814-2724. Telephone: (916) 498-5040. Fax: (916) 498-5008. Cathy Bechtel, RCTC, 3560 University Avenue, Suite 100, Riverside, CA 92501. Telephone: (909) 787-7141. Fax: (909) 787-7920.

SUPPLEMENTARY INFORMATION: The Winchester to Temecula (North to south) transportation corridor is part of the Community and Environmental Transportation Acceptability Process (CETAP) being undertaken jointly by the county of Riverside and the RCTC. CETAP is one component of the Riverside County Integrated Project (RCIP), which also includes a new Riverside County General Plan and a Multi-Species Habitat Conservation Plan (MSHCP) for western Riverside County. According to current projections by the southern California Association of Governments (SCAG), population and employment are expected to more than double in western Riverside County within the next 20 years. Due to the fast pace of development, opportunities are being lost to preserve land for habitat conservation and regional transportation facilities. These facilities are intended to address the mobility needs for both people and goods, with the potential for incorporating the needs for highways, transit, and utilities, where appropriate.

In July, 2000, the RCTC Board of Directors and the Riverside County Board of Supervisors directed the initiation of engineering and environmental studies for two corridors: Winchester to Temecula (North to south) and Hemet to Corona/Lake Elsinore (East to West), which will move forward in parallel. A separate Notice of Intent is being issued for the Hemet to Corona/Lake Elsinore (East to West) Corridor.

The objective of the proposed EIS is to provide environmental analysis of a multimodal transportation facility within the Winchester to Temecula Corridor to allow agencies to proceed with the preservation of right-of-way for a preferred alternative. One goal of the RCIP process is to preserve the rights-of-way needed for the transportation facilities while minimizing potential impacts on habitat, aquatic resources, communities, landowners, and other elements of the environment.

Additional information regarding the Riverside County integrated Project is also available on the Internet at www.rcip.org.

Public scoping meetings will be held. The public will be notified through local newspapers, postings in public places, and through other public notification methods. The notices will identify the place, dates, and time of the meetings.

To ensure that the full range of issues related to the proposed improvements are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this

tiered EIS should be directed to the FHWA and/or RCTC at the addresses provided above.

(Catalog of Federal 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.)

Issued on: July 23, 2001.

Jeffrey W. Kolb,

Team Leader, Program Delivery Team-South Sacramento, California.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. MC-F-20983]

Tedesco Family ESB Trust- Continuance in Control and Acquisition of Properties-Academy Bus, L.L.C., et al.

AGENCY: Surface Transportation Board.

ACTION: Notice Tentatively Approving Finance Application.

SUMMARY: Tedesco Family ESB Trust, Francis Tedesco and Mark Tedesco, settlers, of Hoboken, NJ (Tedesco Family Trust or applicant), a noncarrier, has filed an application under 49 U.S.C. 14303 to continue in control of Academy Express, L.L.C., Academy Lines, L.L.C., and No. 22 Hillside, L.L.C., upon their becoming motor carriers of passengers, and upon applicant's acquisition of the properties of certain motor carriers of passengers already directly or indirectly controlled by applicant. Persons wishing to oppose the application must follow the rules at 49 CFR 1182.5 and 1182.8. The Board has tentatively approved the transaction and, if no opposing comments are timely filed, this notice will be the final Board action.

DATES: Comments must be filed by September 17, 2001. Applicant may file a reply by October 1, 2001. If no comments are filed by September 17, 2001, the approval is effective on that date.

ADDRESSES: Send an original and 10 copies of any comments referring to STB Docket No. MC-F-20983 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, send one copy of any comments to applicant's representative: Fritz R. Kahn, 1920 N. Street, N.W. (8th floor), Washington, DC 20036-1601.

FOR FURTHER INFORMATION CONTACT:

Joseph H. Dettmar, (202) 565-1600. [TDD for the hearing impaired: 1-(800)-877-8339.]

SUPPLEMENTARY INFORMATION: Applicant proposes to simplify its corporate structure, reorganize its enterprise for tax purposes, and have its operating companies be limited liability companies, organized under the laws of the State of New Jersey.

Instead of ten companies¹ which heretofore had been authorized to render operations as motor carriers of passengers, there will be three operating bus lines as follows.

Academy Express, L.L.C., will be the motor carrier of passengers principally rendering special and charter operations, pursuant to operating authority to be issued by the Federal Motor Carrier Safety Administration (FMCSA). Subject to Board authorization, it will acquire the properties of Academy Bus Tours, Inc., and Academy Express, Inc., including those of American Limousine Service, Inc., Inner Circle Qonexions, Inc. (Reentitled Academy Express, Inc.), Academy Bus Tours, Inc. (PA), and Commuter Bus, Lines, Inc., whose operating authorities thereafter will be surrendered for cancellation.

Academy Lines, L.L.C., will be the motor carrier of passengers principally rendering commuter operations, pursuant to operating authority to be issued by FMCSA. Subject to Board authorization, it will acquire properties of Academy Lines, Inc., including those of Asbury Park Transit Lines, Inc., whose operating authorities thereafter will be surrendered for cancellation.

No. 22 Hillside, L.L.C., will become a motor carrier of passengers pursuant to operating authority to be issued by FMCSA. Subject to Board authorization, it will acquire the properties of No. 22 Hillside, Inc., whose operating authority thereafter will be surrendered for cancellation.

The three operating companies, Academy Express, L.L.C., Academy Lines, L.L.C., and No. 22 Hillside, L.L.C., will be controlled by a newly formed noncarrier, Academy Bus, L.L.C., a company indirectly controlled by applicant.

Academy Bus Tours, Inc., Academy Lines, Inc., No. 22 Hillside Corp., and

Academy Express, Inc., thereafter will be noncarriers. The operating authority of Consolidated Bus Service, Inc., will be surrendered for cancellation, and it too will be a noncarrier.

According to applicant, these changes, while of obvious advantage to it, will also inure to the benefit of the passengers served by its directly-controlled and indirectly-controlled motor carriers of passengers. The transaction will diminish the need for fare increases and offer passengers better organized, highly specialized, and more responsive carriers in furtherance of the public interest.

Under 49 U.S.C. 14303(b), we must approve and authorize a transaction we find consistent with the public interest, taking into consideration at least: (1) the effect of the transaction on the adequacy of transportation to the public; (2) the total fixed charges that result; and (3) the interest of affected carrier employees.

Applicant has submitted the information required by 49 CFR 1182.2, including information to demonstrate that the proposed transaction is consistent with the public interest under 49 U.S.C. 14303. Specifically, applicant has stated that the proposed transaction will have a positive effect on the adequacy of transportation to the public and will result in no increase in fixed charges and no changes in employment. See 49 CFR 1182.2(a)(7). Additional information may be obtained from applicant's representative.

On the basis of the application, we find that the proposed transaction is consistent with the public interest and should be authorized. If any opposing comments are timely filed, this finding will be deemed vacated and, unless a final decision can be made on the record as developed, a procedural schedule will be adopted to reconsider the application. See 49 CFR 1182.6(c). If no opposing comments are filed by the expiration of the comment period, this decision will take effect automatically and will be the final Board action.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

This decision will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The proposed continuance in control and acquisition of properties is approved and authorized, subject to the filing of opposing comments.

2. If timely opposing comments are filed, the findings made in this decision will be deemed vacated.

3. This decision will be effective on September 17, 2001, unless timely opposing comments are filed.

4. A copy of this notice will be served on: (1) U.S. Department of Transportation, Federal Motor Carrier Safety Administration—MC-RI, 400 Virginia Avenue, S.W., Suite 600, Washington, DC 20024; (2) the U.S. Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue, N.W., Washington, DC 20530; and (3) the U.S. Department of Transportation, Office of the General Counsel, 400 7th Street, SW., Washington, DC 20590.

Decided: July 26, 2001.

By the Board, Chairman Morgan, Vice Chairman Clyburn, and Commissioner Burkes.

Vernon A. Williams,
Secretary.

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DEPARTMENT OF TRANSPORTATION**Surface Transportation Board**

[STB Docket No. AB-565 (Sub-No. 2X); STB Docket No. AB-55 (Sub-No. 594X)]

**New York Central Lines, LLC—
Abandonment Exemption—in
Middlesex County, MA; CSX
Transportation, Inc.—Discontinuance
of Service Exemption—in Middlesex
County, MA**

New York Central Lines, LLC (NYC) and CSX Transportation, Inc. (CSXT), have filed a notice of exemption under 49 CFR 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* for NYC to abandon and CSXT to discontinue service over approximately 4.17 miles of railroad between milepost QBH-2.60 near Sherborn and milepost QBH-6.77 near Holliston, in Middlesex County, MA.¹ The line traverses United States Postal Service Zip Codes 01770 and 01746.

NYC and CSXT have certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there has been 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

¹ Pursuant to Board authorization in 1998, CSX Corporation, CSXT's parent company, and Norfolk Southern Corporation jointly acquired control of Conrail Inc., and its wholly owned subsidiary, Consolidated Rail Corporation (Conrail). As a result of that acquisition, certain assets of Conrail have been assigned to NYC, a wholly owned subsidiary of Conrail, to be exclusively operated by CSXT pursuant to an operating agreement. The line to be abandoned is included among the property being operated by CSXT pursuant to the NYC operating agreement.

¹ Academy Bus Tours, Inc. (MC-165004), Academy Lines, Inc. (MC-106207), Asbury Park Transit Lines, Inc. (MC-1002); No. 22 Hillside Corp. (MC-182453), Academy Express, Inc. (MC-228481), American Limousine Service, Inc. (MC-186879), Inner Circle Qonexions, Inc. (Reentitled Academy Express, Inc.) (MC-145482), Academy Bus Tours, Inc. (PA) (MC-215354), Commuter Bus Line, Inc. (MC-162133), and Consolidated Bus Service, Inc. (MC-174942).