

evaluated in the proposal extend northward from the northern shore of Utah Lake in Utah County to Interstate 80 in Salt Lake County. The eastern limits of the study area extend to Bangerter Highway north of 13400 South in Salt Lake County and I-15 from 13400 South down into Utah County. The western limit of the study area in Salt Lake and Utah counties is the Oquirrh foothills.

To provide for local and regional travel demands, the long-range transportation plans developed by the local Metropolitan Planning Organizations, WFRC and MAG, have identified the need for an improved transportation system in the study area. The proposed corridor is approximately 35 miles long. Alternatives under consideration include (1) taking no-action (no-build); (2) transportation system management; and (3) build alternatives. A multi-modal evaluation of transportation improvements in the corridor will be the focus of the study. Transportation build alternatives to be studied include, but are not limited to: (1) Collector roadway; (2) freeway; (3) arterial roadway; (4) transit; (5) combinations of any of the above; and (6) other feasible alternatives identified during the scoping process.

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 have previously expressed or are known to have interest in this proposal. A series of public scoping meetings will be held in the project study area from 5:30 p.m. to 9 p.m. as follows: Wednesday, May 21, 2003, Eagle Crest Elementary School, 2760 North 300 West Lehi, UT; Wednesday, May 28, 2003, South Hills Middle School Cafeteria, 13508 South 4000 West, Riverton, UT; Thursday, May 29, 2003, West Jordan High School Commons Area, 8136 South 2700 West, West Jordan, UT; Wednesday, June 4, 2003, Granger High School Cafeteria, 3690 South West, West Valley City, UT; and Thursday, June 5, 2003, Pleasant Grove Jr. High Cafeteria 810 North 100 East Pleasant Grove, UT. Public notices announcing these meetings will be published in the region. Information regarding this meeting and the project may also be obtained through a public Web site, www.udot.utah.gov/mountainview. In addition to the public scoping meetings, public hearings will be held after the draft EIS has been prepared. The draft EIS will be available for public and agency review and comment before the public hearing.

To ensure that full ranges of issues related to the proposed action are

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

(Catalog of Federal and 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.)

Issued on: April 23, 2003.

David C. Gibbs,

Division Administrator, Federal Highway Administration, Salt Lake City, Utah.

Lee O. Waddleton,

Regional Administrator, Federal Transit Administration, Denver, Colorado.

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determine the requirements for a production system.

CSXT has requested to modify the existing waiver by extending the CBTM pilot territory to include the Blue Ridge subdivision, between Erwin, Tennessee, (milepost Z 138.0) and Spartanburg, South Carolina, (milepost MP Z 276.6) for the duration of the waiver, which has been granted through the conclusion of the test program. This expansion would allow CSXT to complete the software development necessary to adapt CBTM's basic principles to the signaled territory.

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 30 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 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 April 25, 2003.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Modification of a Waiver of Compliance

In accordance with 49 CFR 211.9 and 211.41 notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a modification to a waiver of compliance from certain requirements of Federal railroad safety regulations. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested and the petitioner's arguments in favor of relief.

CSX Transportation (Waiver Petition Docket Number FRA-2002-12507)

In 1998, CSX Transportation (CSXT) initiated a pilot program to develop, implement, and test technology designed to meet the RSAC Positive Train Control core objectives to prevent train collisions, overspeed derailments, and to further protect on-track workers. The system is referred to as Communications Based Train Management (CBTM). CSXT was granted a waiver for testing on the pilot territory between Spartanburg, South Carolina, and Augusta, Georgia. That waiver was granted as H-98-6, and has since been redocketed as FRA-2002-12507.

After successful completion of all lab and field qualification tests in 2000, crews began using the system when they operate an equipped locomotive over the pilot territory. Data is currently being gathered on CBTM's performance and crew acceptance in order to