

disruptions to subway service. Potential long-term impact of likely importance include traffic, parking and pedestrian flow impacts near stations (including on-airport locations), visual impacts due to the introduction or extension of transit lines into an area, noise impacts, and property acquisitions and residential or commercial displacement to provide space for alternatives' right-of-way or support facilities.

Each alternative will be analyzed for potential transportation, environmental, social, economic and financial impacts as required by current Federal (NEPA) and State (SEQRA) environmental laws and current Council on Environmental Quality (CEQ) and FTA guidelines and will be evaluated for its ability to meet the project's goals.

#### V. FTA Procedures

In accordance with federal transportation planning regulations 23 CFR part 450, the AA/DEIS will include a comprehensive alternatives selection process, which will assess each possible alternative's ability to meet the project's goals and objectives, and determine those alternatives that warrant detailed analysis. Upon completion of the AA/DEIS, the MTA NYC Transit, in concert with other agencies and elected officials and bodies, will select a locally preferred alternative.

Then the MTA NYC Transit, as the project sponsor, will seek to continue the further engineering and preparation of the Final EIS. After consideration of the results of the FEIS, the FTA and MTA NYC Transit and the FAA will prepare required environmental decisions and Records of Decision (RODs). The publication of these RODs will clear the way for the final design and construction of the finally selected alternative.

Issued on March 25, 1999.

**Letitia Thompson,**

*Regional Administrator, Federal Transit Administration.*

[FR Doc. 99-7779 Filed 3-29-99; 8:45 am]

BILLING CODE 4910-57-M

#### DEPARTMENT OF TRANSPORTATION

##### Surface Transportation Board

##### Sunshine Act Meeting; Corrected Notice<sup>1</sup>

**TIME AND DATE:** 10:00 a.m. Thursday, March 25, 1999.

**EX PARTE NO. 333:** Meetings of the Board.

<sup>1</sup> This corrects the notice serviced March 19, 1999, to include Finance Docket No. 33556 Sub Nos. 2 and 3.

**PLACE:** Hearing Room, Surface Transportation Board, 1925 K Street, NW, Washington, D.C. 20423.

**STATUS:** The Board will meet to discuss among themselves the agenda item listed below. Although the conference is open for public observation, no public participation is permitted.

**MATTERS TO BE DISCUSSED:** Finance Docket No. 33556, Canadian National Railway Company, Grand Trunk Corporation, and Grand Trunk Western Railroad Incorporated—control—Illinois Central Corporation, Illinois Central Railroad Company, Chicago, Central and Pacific Railroad Company, and Cedar River Railroad; Finance Docket No. 33556 (Sub-No. 1), Canadian National Railway Company, Illinois Central Railroad Company, The Kansas City Southern Railway Company, and Gateway Western Railway Company—Terminal Trackage Rights—Union Pacific Railroad Company and Norfolk & Western Railway Company; STB Finance Docket No. 33556 (Sub-No. 2), Responsive Application—Ontario Michigan Rail Corporation; and, Finance Docket No. 33556 (Sub-No. 3), Responsive Application—Canadian Pacific Railway Company and St. Lawrence & Hudson Railway Company Limited.

**CONTACT PERSON FOR MORE INFORMATION:** Dennis Watson, Office of Congressional and Public Services, Telephone: (202) 565-1594, TDD: (202) 565-1695.

Dated: March 22, 1999.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 99-7759 Filed 3-26-99; 11:58 am]

BILLING CODE 4915-00-P

#### DEPARTMENT OF TRANSPORTATION

##### Surface Transportation Board

[STB Finance Docket No. 33723]

##### San Joaquin Valley Railroad Company—Acquisition and Operation Exemption—Tulare Valley Railroad Company

San Joaquin Valley Railroad Company (SJVR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire from Tulare Valley Railroad Company (TVR) seven railroad line segments. The lines to be acquired and operated by SJVR are as follows: (1) on the Arvin Subdivision, TVR's undivided one-half interest in the line between milepost 316.78, at Magunden, and milepost 333.83, at Arvin, a distance of 17.05 miles in Kern County, CA; (2) on the Oil City Subdivision, TVR's undivided one-half

interest in the line between milepost 308.09, at Oil Junction, and milepost 312.55, at Maltha, a distance of 4.46 miles in Kern County, CA; (3) on the Porterville Subdivision, the line between milepost 38.9, at Exeter, and milepost 47.2, at Lindsay, a distance of 8.3 miles in Tulare County, CA; (4) on the Visalia Subdivision, the line between milepost 23.8, at Visalia, and milepost 20.2, at Loma, a distance of 3.6 miles in Tulare County, CA; (5) on the Visalia Subdivision, the line between milepost 51.0, at Lacjac, and milepost 49.8, at Reedley, a distance of 1.2 miles in Tulare County, CA; (6) on the Cameo Rail Spur, the line between milepost 0.03+160, at Fresno, and milepost 6.0, near Fresno, a distance of about 5.97 miles in Fresno County, CA; and (7) on the Landco Spur, the line between milepost 113.70, near Bakersfield, and milepost 111.76, near Bakersfield, a distance of 1.94 miles in Kern County, CA.

Because the projected revenues of the rail lines to be operated will exceed \$5 million, SJVR certified to the Board, on March 9, 1999, that the required notice of its acquisition had been posted at the workplace of the employees on the affected lines. On March 10, 1999, SJVR certified to the Board that it had served a copy of the notice on the national offices of the labor unions with employees on the affected lines. See 49 CFR 1150.42(e). The transaction is scheduled to be consummated on or after May 10, 1999.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33723, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Fritz R. Kahn, Esq., 1100 New York Avenue, NW, Suite 750 West, Washington, DC 20005-3934.

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

Decided: March 23, 1999.

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

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 99-7557 Filed 3-29-99; 8:45 am]

BILLING CODE 4915-00-P