Avenue, Room 320, Seattle, WA 98104, Telephone (206) 296–4261.

SUPPLEMENTARY INFORMATION: The purpose of the proposed project is to design and construct a multi-use recreational trail and alternative transportation corridor primarily within the 10.8-mile former Burlington-Northern Santa Fe rail corridor, and to protect the federal railbanking status of the corridor, which was granted in September 1998. This East Lake Sammamish Trail would extend along the east side of Lake Sammamish from Redmond to Issaquah, linking King County's Marymoor Park and West Lake Sammamish Trail to Lake Sammamish State Park and other local and regional trails.

At this time, three alternatives are being considered: a No Action alternative, use of primarily the existing railbed with some off-railbed use, and use of the existing rail corridor with some off-corridor use. The range of alternatives may, however, be modified as a result of public involvement process.

Potential Environmental Issues

King County has conducted a community outreach and preliminary environmental evaluation process. As a result, the County and FWHA have identified the following areas of potentially significant environmental impacts associated with the proposed project: surface water, geology and soils, noise, land and shoreline use, vegetation, wildlife, fisheries, public services and utilities, transportation, safety, recreation, and aesthetics. Additional areas of potential impact may be identified during public involvement.

Public Involvement and Scoping Meetings

During spring and summer 2000, Neighborhood Vision Workshops and User Group Workshops were held by King County to gather information from neighbors of the trail and potential user groups including cyclists, runners, pedestrians, and equestrians.

King County held a public SEPA scoping meeting on November 15, 2000 to provide an opportunity for the public to help the project team identify issues for consideration and evaluation in the environmental review process. The meeting was held at the Inglewood Junior High School, 24120 NE 8th, Redmond, WA 98053.

A public scoping meeting will be held on February 20, 2001 to provide additional opportunity to ensure that proposed alternatives respond to previous input and are comprehensive. Notice of this meeting was also published in local newspapers, including the Seattle Times, the Eastside Journal, and the Issaquah Press. The February 20th scoping meeting will be held at: Skyline High School (Commons Area), 1122–228th Avenue SE, Sammamish, WA 98075, from 6:00 p.m. to 8:30 p.m.

To ensure that the full range of issues related to this proposed action 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 the FHWA at the address provided above.

(Catalog of Federal Domestic 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: January 9, 2001.

Elizabeth Healy,

Transportation and Environmental Engineer, Olympia, Washington.

[FR Doc. 01–1509 Filed 1–17–01; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. 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.

Battle Ground, Yacolt & Chelatchie Prairie Railroad

[Docket Number FRA–2000–8501]

The Battle Ground, Yacolt & Chelatchie Prairie Railroad seeks a permanent waiver of compliance with the Safety Glazing Standards, 49 CFR part 223.1(c) which requires certified glazing in all locomotive windows, with the exception of locomotives used in yard service.

The Battle Ground, Yacolt & Chelatchie Prairie Railroad seeks relief for locomotive number 112 (AAR number designation pending), built in 1951 by American Locomotive Company (ALCO) for the Longview, Portland and Northern Railroad. This locomotive is currently equipped with Duolite A25, Duolite A5 110, Safety Sheeting AS2 Laminated M91 and Laminated Auto Safety Glazing. The operating railroad indicates that the locomotive will be utilized in passenger excursion service between Battle Ground, Washington (MP 14) and Chelatchie, Washington (MP 33).

All communications concerning these proceedings should identify the appropriate docket number (*e.g.,* Waiver Petition Docket Number FRA–2000–8501 and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room Pl–401, Washington, DC 20590–0001. Communications received within 45 days of the date of this notice will be considered by 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.

Issued in Washington, DC on January 10, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01–1559 Filed 1–17–01; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Waiver Petition Docket Number FRA–2000–8268]

Petition for Waivers 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 waiver of compliance with certain requirements of the Federal safety laws and regulations. The 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.

Burlington Northern Santa Fe Railway Company

Burlington Northern Santa Fe Railway (BNSF) seeks a permanent waiver of compliance from certain requirements of 49 CFR part 229 (Railroad Locomotive Safety Standards) for a

select group of C–44–9W locomotives, road numbers BNSF 700–799, 960–1123, 4300–4999, and 5370–5499. Specifically, BNSF requests a waiver from 49 CFR 229.23(a), which requires that the interval between any two periodic inspections may not exceed 92 days. BNSF proposes to extend this interval to 122 days on this group of locomotives.

In support of this proposal BNSF states: ''These locomotives contain the industry's latest technology in the areas of safety and reliability, are microprocessor controlled and equipped with New York Air Brake Corporation computer controlled brakes.'' They cite calender day inspections and other inspections that are done every 3 to 4 days which will help ensure safe operation. Since April 1, 1999, they have been performing periodic inspections every 61 days. They estimate that they have had a 0.87% defect rate after 61 days. In conclusion BNSF states: ''Extending the periodic maintenance interval from 92 to 122 days will not adversely effect the safety or performance of C44–9W locomotives.''

Interested parties are invited to participate in these proceedings by submitting written reviews, data, or comments. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request. FRA will schedule a public hearing in connection with these proceedings if the basis is found to be sufficient.

All communications concerning these proceedings should identify the appropriate docket number, (*e.g.,* Waiver Petition Docket Number FRA–2000–8268) and must be submitted to the DOT Docket Management Facility, Room PL–401 (Plaza Level), 400 Seventh Street, SW., Washington, DC 20590. Communications received within 45 days from the date of this notice will be considered by 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.

Issued in Washington, DC on January 11, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01–1555 Filed 1–17–01; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. 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.

Carthage, Knightstown & Shirley Railroad Company

[Docket Number FRA–2000–8364]

The Carthage, Knightstown & Shirley Railroad Company (CKSI) seeks a permanent waiver of compliance for two locomotives from the requirements of the Safety Glazing Standards, 49 CFR part 223, which requires certified glazing in all locomotive windows, except those locomotives used in yard service. The railroad indicates that the locomotives number CKSI 468 and CKSI 215 are General Electric 45 ton center cab locomotives used passenger excursion service through mostly rural areas, 10 mile round trip in the Knightstown, Indiana area. The railroad operates May through October, on weekends, Friday, Saturday, and Sunday.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (*e.g.,* Waiver Petition Docket Number FRA–2000–8364) and must be submitted in triplicate to the Docket Clerk, DOT Central Docket Management Facility, Room Pl–401, Washington, DC 20590–0001. Communications received within 45 days of the date of this notice will be considered by 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 DOT Central Docket Management Facility, Room Pl–401 (Plaza Level), 400 Seventh Street SW., Washington, DC. 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.

Issued in Washington, DC on January 10, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01–1558 Filed 1–17–01; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. 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.

Massena Terminal Railroad Company

[Docket Number FRA–2000–7949]

Massena Terminal Railroad Company (MSTR) seeks a permanent waiver of compliance with the Railroad Safety Appliance Standards, 49 CFR part 231.28(a) Running Boards, which references 231.1(c) Running Boards: (1) Number—One longitudinal running board; (2) Dimensions—Longitudinal running board shall be not less than 18 and preferably 20 inches in width; and (3) Location—Full length of car, center of roof.

MSTR is seeking relief for 75 Aluminum Covered Hopper Cars that were originally designed with 10 hatch covers, five down each side, and a running board positioned down the center of the car. Due to financial considerations MSTR has recently contracted with a facility, for the loading and unloading of these cars, that cannot accommodate this design. To facilitate the loading process MSTR has