

the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has formally received the noise compatibility program for LAS, effective on June 9, 2008. The airport operator has requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act. Preliminary review of the submitted material indicates that it conforms to FAR Part 150 requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before December 6, 2008.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety or create an undue burden on interstate or foreign commerce, and whether they are reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments relating to these factors, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,
National Headquarters, Planning and
Environmental Division, APP-400,
800 Independence Avenue, SW.,
Room 615E, Washington, DC 20591;
Federal Aviation Administration,
Western-Pacific Region Office,
Airports Division, Room 3012, 15000
Aviation Boulevard, Hawthorne,
California 90261;
Federal Aviation Administration,
Western Pacific Region, San Francisco
Airports District Office, 831 Mitten

Road, Suite 210, Burlingame,
California 94010;

Randall H. Walker, Director of Aviation,
Clark County Department of Aviation,
P.O. Box 11005, Las Vegas, Nevada
89111-1005.

Questions may be directed to the
individual named above under the
heading, **FOR FURTHER INFORMATION
CONTACT**.

Issued in Hawthorne, California on June 9,
2008.

Winsome A. Lenfert,

*Acting Manager, Airports Division, AWP-600,
Western-Pacific Region.*

[FR Doc. E8-13542 Filed 6-18-08; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Bristol County, MA

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Cancellation of the Notice of
Intent.

SUMMARY: This notice rescinds the
previous Notice of Intent (issued
October 9, 1985) to prepare an
Environmental Impact Statement for a
proposed bridge replacement project—
the Elm St and Center St (Berkley-
Dighton) Bridge over the Taunton
River—in Bristol County,
Massachusetts.

FOR FURTHER INFORMATION CONTACT: John
McVann, Field Operations Team Leader,
Federal Highway Administration,
Massachusetts Division Office, 55
Broadway, 10th floor, Cambridge, MA
02142, Telephone: (617) 494-2521—
or—Diane Madden, Sr. Project Manager,
Massachusetts Highway Department,
Environmental Services, 10 Park Plaza,
Room 4260, Boston, MA 02116,
Telephone (617) 973-7477.

SUPPLEMENTARY INFORMATION: The
proposed project has changed
dramatically from the mid-1980s when
FHWA determined that except for the
historical aspects of the project the
proposed action would be classified as
a categorical exclusion. Early proposals
including new fixed bridges over 20' in
height on northern or southern
alignment, negatively impacting the
adjacent Bridge Village National
Register-eligible Historic District. In
2000, noting extensive changes in the
district close to the bridge, FHWA
concurred with a MassHighway petition
to de-list the district, which was later
redrawn, retaining the bridge as a

contributing element. Early in 2006,
MassHighway presented its current
proposal to acclaim, proposing to
replace the bridge on its existing
alignment, providing a Temporary
Bridge on southern alignment to allow
public safety mutual aid and vehicular
travel. The proposed fixed bridge will
be 7 feet taller than the existing movable
bridge in closed position. This proposal
reduces impacts to the surrounding
area, including the re-drawn Bridge
Village National Register-eligible
Historic District. For these reasons,
FHWA believes that the proper class of
action for the current proposal is a
Categorical Exclusion.

Richard J. Marquis,

*Assistant FHWA Division Administrator,
Cambridge, MA.*

[FR Doc. E8-13495 Filed 6-18-08; 8:45 am]

BILLING CODE 4910-22-M

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 Number FRA-2008-0064]

Applicant: Portland and Western
Railroad, Inc., Mr. Paul A. Zalec, Vice
President Passenger Operations, 650
Hawthorne Avenue, SE., Suite 220,
Salem, Oregon 97301.

The Portland and Western Railroad,
Inc. (PWRR) seeks relief from the
requirements of the Rules, Standards,
and Instructions, Title 49 CFR, Part 236,
Section 236.513(a), Audible Indicator,
for its planned Wilsonville to Beaverton
commuter rail project, to the extent that
PWRR be permitted to utilize a cab
signal system that does not contain any
onboard acknowledgment device
beyond the acknowledgment received
from movement of brake control(s). The
location of the request is from
Wilsonville, Oregon, on the former
Oregon Electric Railway, Oregon
Electric Subdivision milepost (MP) 42.8
to Beaverton, OR, Tillamook District,
MP 755.50, a distance of approximately
15.3 route miles.