

to award discretionary grants are made on the basis of a number of factors, including project evaluation under the National Priority System and the current operations and number of aircraft that are based at an airport. Nonprimary airports that have not provided verifiable data on the number of based aircraft at the airport deprive FAA of a tool for reviewing discretionary requests. Therefore, if a nonprimary airport has not provided a list of based aircraft at the airport, including "N-number", FAA will consider the failure to provide the information as a factor when considering a request from the airport for discretionary funding.

Issued in Washington, DC on August 27, 2008.

Wayne Heibeck,

Deputy Director, Office of Airport Planning and Programming.

[FR Doc. E8-20459 Filed 9-5-08; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss transport airplane and engine (TAE) issues.

DATES: The meeting is scheduled for Wednesday, October 1, 2008, starting at 9 a.m. Pacific Daylight Time. Arrange for oral presentations by September 16, 2008.

ADDRESSES: FAA-Northwest Mountain Region Office, Transport Standards Staff conference room, 1601 Lind Ave. SW., Renton, WA 98507.

FOR FURTHER INFORMATION CONTACT: Ralen Gao, Office of Rulemaking, ARM-209, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-3168, FAX (202) 267-5075, or e-mail at ralen.gao@faa.gov.

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. app. III), notice is given of an ARAC meeting to be held October 1, 2008.

The agenda for the meeting is as follows:

- Opening Remarks, Review Agenda and Minutes.

- FAA Report.
- Excom Report.
- Transport Canada Report.
- Airplane-level Safety Analysis Working Group Report.
- Task 4 Status.
- Propeller Harmonization Working Group (HWG) Report.
- Ice protection HWG Report.
- Airworthiness Assurance HWG Report.
- Avionics HWG Report.
- Halon Replacement as Fire Extinguishing Agent.
- Any Other Business.
- Action Item Review.

Attendance is open to the public, but will be limited to the availability of meeting room space. Please confirm your attendance with the person listed in the **FOR FURTHER INFORMATION CONTACT** section no later than September 16, 2008. Entrance to the FAA facility will require presentation of a valid passport or state-issued (US) identification (e.g., driver's license). Please plan on arriving at least 20 minutes in advance of meeting to facilitate entrance screening.

For persons participating by telephone, the call-in number is (202) 366-3920; the pass code is "2816." To insure that sufficient telephone lines are available, please notify the person listed in the **FOR FURTHER INFORMATION CONTACT** section of your intent to participate by telephone by September 16, 2008. Anyone calling from outside the Seattle, WA metropolitan area will be responsible for paying long-distance charges.

The public must make arrangements by September 16, 2008, to present oral statements at the meeting. Written statements may be presented to the ARAC at any time by providing 25 copies to the person listed in the **FOR FURTHER INFORMATION CONTACT** section or by providing copies at the meeting. Copies of the documents to be presented to ARAC for decision by the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you need assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC on September 3, 2008.

Pamela Hamilton-Powell,

Director, Office of Rulemaking.

[FR Doc. E8-20747 Filed 9-5-08; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement and Environmental Impact Report: San Francisco, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent (NOI) to prepare a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), and The San Francisco County Transportation Authority (Authority), is issuing this notice to advise the public that an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) will be prepared for the proposed Yerba Buena Island (YBI) Ramps Improvement Project on Interstate 80 (I-80) in San Francisco County, California.

FOR FURTHER INFORMATION CONTACT: Eric Cordoba, San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102, Telephone (415) 955-2904 or Melanie Brent, Caltrans District 4 Office of Environmental Analysis, 111 Grand Avenue, Oakland, CA 94623, Telephone (510) 286-5231.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, National Environmental Policy Act (NEPA) environmental responsibilities for highway projects pursuant to 23 U.S.C. 327. In cooperation with Caltrans, the Authority will prepare a joint EIS/EIR for the proposed YBI Ramps Improvement Project at Yerba Buena Island in the City and County of San Francisco, California. Caltrans is the lead agency under NEPA and the Authority is the lead agency under the California Environmental Quality Act (CEQA).

YBI is located in San Francisco Bay, between Oakland and San Francisco, and is accessible by vehicles only via the San Francisco-Oakland Bay Bridge (SFOBB), which is a critical link in the interstate network, providing access between San Francisco and the East Bay. The only access to Treasure Island, located north of YBI, and the only land access to the active U.S. Coast Guard facilities on the south side of YBI, is also from the SFOBB and the associated on- and off-ramps.

The proposed project would replace the existing westbound on- and off-

ramps located on the east side of YBI with new westbound on- and off-ramps that replicate the functional role of the current ramps and also address seismic, traffic safety requirements, and design standards. The feasibility of improving the geometric configuration of the current eastbound off-ramp on the eastern side of YBI to Hillcrest Road will also be included. The YBI Ramps Improvement Project is separate and independent of both the SFOBB East Span Seismic Safety Project currently under construction, and the Treasure Island and Yerba Buena Island (TI/YBI) Redevelopment Plan, which is currently undergoing its own environmental review process. The proposed new ramps would improve traffic and seismic safety of the ramps and provide connections between YBI and the transition structure of the new SFOBB. The proposed project is located between Post Mile (PM) 7.8 and 8.1 starting at the east portal of the YBI tunnel and ending before the SFOBB Transition Structure.

The purpose of the project is to address geometric and operational deficiencies of the existing on- and off-ramps, improve traffic operations to and from the SFOBB and improve traffic safety by increasing deceleration length for the eastbound and westbound off-ramps, and increasing merging distance for eastbound and westbound on-ramps. Preliminary alternatives under consideration for the EIS/EIR include:

(1) No Build Alternative, which assumes that the existing on- and off-ramps would remain in place and no further action or improvements would occur;

(2) Alternative 2B, which would include the removal of the existing westbound on- and off-ramps on the east side of YBI, construction of a westbound off-ramp to Macalla Court on the east side of YBI, construction of a westbound hook on-ramp from Macalla Court on the east side of YBI. The feasibility of incorporating improvements to the current eastbound off-ramp on the eastern side of YBI to Hillcrest Road will be studied; and,

(3) Alternative 4, which would include the removal of the existing westbound on- and off-ramps on the east side of YBI, the construction of westbound on-ramp from Hillcrest Road, the construction of westbound off-ramp from Macalla Court on the east side of YBI. The feasibility of incorporating improvements to the current eastbound off-ramp on the eastern side of YBI to Hillcrest Road will be studied.

Anticipated Federal approvals or permits include, U.S. Fish and Wildlife

Service (USFWS) Section 7 Endangered Species Act, Consultation, Sections 401 and 404 of the Clean Water Act, Section 4(f) of the Transportation Act of 1966, Section 6(f) Land and Water Conservation Fund Act, Section 10 Army Corp of Engineers (ACOE), Section 9 Coast Guard, and determination of consistency with the Federal Coastal Zone Management Act by the San Francisco Bay Conservation and Development Commission.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, participating agencies (including federally recognized Tribal governments, if any), local agencies, and private organizations and citizens who have previously expressed or are known to have interest in this proposal. The NEPA environmental process for the proposed project began in June 2008. A public scoping meeting is scheduled to be held at the Port of San Francisco office, in the Bayside Conference Room located at Pier 1, The Embarcadero, San Francisco, CA 94111 on Wednesday, September 24, 2008 from 6:30 to 8 p.m.

In addition, at least one public hearing will be held after the publication of the Draft EIS/EIR. Public notice will be given of the time and place of the meeting and hearing (as applicable). The Draft EIS/EIR will be available for public and agency review and comment prior to the public hearing.

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. Comment or questions concerning this proposed action and the EIS should be directed to Eric Cordoba, Project Manager for the Authority, with a copy of comment sent to Melanie Brent, Caltrans Office Chief. Written comments must be received no later than 5 p.m. on October 6, 2008 and should be sent to Eric Cordoba at the Authority, with a copy of the comment sent to Melanie Brent at Caltrans at the addresses listed 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: September 5, 2008.

Nancy E. Bobb,

Director, State Programs, Federal Highway Administration, Sacramento, California.

[FR Doc. E8-20698 Filed 9-5-08; 8:45 am]

BILLING CODE 4910-22-P

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-2008-0094]

Applicant: Wheeling & Lake Erie Railway Company, Mr. Dan Reinsel, Signal & Communications Supervisor, 100 East First Street, Brewster, OH 44613.

The Wheeling & Lake Erie Railway Company seeks approval of the proposed discontinuance of the signal system governing movements over the Maumee River turn span bridge at MP 2.38, Toledo, Ohio.

The reason given for the proposed changes is that a damaged mechanical circuit coupler located on the east end of the turn span is no longer in production and attempts to secure a replacement have been unsuccessful. Replacement of the entire system would be of excessive cost given the amount of rail traffic across the bridge.

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.

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.

All communications concerning this proceeding should be identified by Docket Number FRA-2008-0094 and may be submitted by one of the following methods:

- *Web site:*

<http://www.regulations.gov>. Follow the instructions for submitting comments on the DOT electronic site;

- *Fax:* 202-493-2251;

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200