

transportation network, improve accessibility and mobility, diversify transportation choices, and help achieve regional air quality goals by providing alternatives to the single-occupant vehicle and by reducing vehicle miles traveled.

III. Alternatives

The transportation alternatives proposed for consideration in this project include:

1. No-Build Alternative, which involves no change to transportation services or facilities in the Corridor beyond already committed projects;
2. A Transportation System Management Alternative, which focuses on operational and low to medium cost capital improvements to bus transit routes and services in the project area;
3. Fixed Guideway Alternatives, which include dedicated busway and rail alternatives employing a combination of existing highways, streets, and rail rights-of-way. A range of specific alignments will be considered.

IV. Potential Impacts for Analysis

The FTA and Broward County MPO intend to evaluate significant social, environmental, and economic impacts of the alternatives analyzed in the AA/DEIS. Primary factors to be addressed include: land use, economic development, traffic and parking, coordination with ongoing transportation projects, grade crossing safety, noise and vibration, community impacts, environmental justice, historic/archaeological sites, water quality, air quality, contaminated materials, and capital and operating costs. Impacts on other factors including aesthetics, parklands, ecosystems, threatened and endangered species, and energy will also be assessed. Other potential impact issues may be added as a result of scoping and agency coordination efforts. Mitigation measures will be identified for significant environmental impacts.

The proposed impact assessment and evaluation will take into account both positive and negative effects, direct and indirect impacts, short-term (construction) and long-term impacts, and cumulative effects.

V. FTA Procedures

In accordance with the federal transportation planning regulations (23 CFR Part 450) and the federal environmental impact regulations and related procedures (23 CFR 771), the AA/DEIS will evaluate reasonable alternatives, assess the potential impacts associated with reasonable alternatives, and provide the public with the opportunity to comment. The AA/DEIS

will be prepared in a manner that is consistent with the 1996 University Drive Corridor Study, which considered a fixed-transit connection between Miami-Dade and Broward Counties. The AA/DEIS will be circulated to solicit public and agency comments on the proposed action. Based on the comments received on the Draft AA/DEIS, Broward County MPO will prepare the Final DEIS. Opportunity for public comment will be provided throughout the corridor planning process.

Issued on September 18, 2000.

Jerry Franklin,

Regional Administrator, Federal Transit Administration.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33922]

Acadiana Railway Company, Inc.— Lease Exemption—Union Pacific Railroad Company

Acadiana Railway Company, Inc. (AKDN), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease and operate 5.0 miles of rail line from Union Pacific Railroad Company (UP) between milepost 0.0 at McCall, LA, and milepost 5.0 at Lula, LA. AKDN states that its projected revenues as a result of this transaction will not result in its becoming a Class II or Class I rail carrier, and certifies that its projected annual revenues will not exceed \$5 million.

The transaction was scheduled to be consummated on or after September 13, 2000.

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 will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33922, 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, one copy of each pleading must be served on Karl Morell, BALL JANIK LLP, Suite 225, 1455 F Street, NW., Washington, DC 20005.

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

Decided: September 14, 2000.

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

Vernon A. Williams,

Secretary.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-573X; AB-6 (Sub-No. 388X) and AB-33 (Sub-No. 160X)]

Trinidad Railway, Inc.—Abandonment Exemption—in Las Animas County, CO; The Burlington Northern Company and Santa Fe Railway Company— Discontinuance of Trackage Rights Exemption—in Las Animas County, CO; Union Pacific Railroad Company— Discontinuance of Trackage Rights Exemption—in Las Animas County, CO

Trinidad Railway, Inc. (Trinidad), The Burlington Northern and Santa Fe Railway Company (BNSF), and the Union Pacific Railroad Company (UP) (collectively, applicants) have filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments and Discontinuances of Trackage Rights* for Trinidad to abandon and BNSF and UP to discontinue trackage rights over an approximately 30.0-mile line of railroad from milepost 2.0 at Jensen (west of Trinidad), to the end of the line at the former New Elk Mine at milepost 30.0 (east of Stonewall), in Las Animas County, CO.¹ The line traverses United States Postal Service Zip Codes 81082, 81070, and 81091.

Applicants have certified that: (1) no local traffic has moved over the line for at least 2 years; (2) there has been no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within

¹ Trinidad states that it is retaining the first two miles of the line operated by BNSF and UP. Stating that the line covers a distance of up to 30.0 miles, the notices indicate that there is a discrepancy over the actual length of the rail line.

Trinidad acquired the involved line from the Colorado & Wyoming Railway Company as part of the transaction authorized in *Trinidad Railway, Inc.—Acquisition and Operation Exemption—The Colorado & Wyoming Railway Company*, Finance Docket No. 32183 (ICC served Nov. 23, 1992).

BN's trackage rights were the subject of an exemption in *Burlington Northern Railroad Company—Trackage Rights Exemption—Trinidad Railway, Inc.*, Finance Docket No. 32232 (ICC served Jan. 29, 1993).