

currently planned transit improvements in the corridor, and the light rail transit alignment (including line, station locations and support facilities). Scoping will be accomplished through correspondence with interested persons, organizations, and Federal, State and local agencies, and through public meetings.

**DATES:** *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered should be sent to the Florida Department of Transportation by November 22, 1996. See **ADDRESSES** below. Scoping Meetings: A joint FTA, Florida Department of Transportation and Central Florida Regional Transportation Authority public scoping meeting will be held on Wednesday, November 6, 1996 at 1:30 p.m. at the LYNX Board Room located at 225 East Robinson Street, Suite 300, Orlando, FL. See **ADDRESSES** below.

**ADDRESSES:** Written comments on the project scope should be sent to Mr. Harold Webb, Florida Department of Transportation, District Five, 719 South Woodland Boulevard, DeLand, Florida 32720. Scoping meetings will be held at the following location: LYNX Board Room, 225 East Robinson Street, Suite 300, Orlando, Florida.

See **DATES** above.

**FOR FURTHER INFORMATION CONTACT:** Mr. Paul Jensen, Acting Deputy Regional Administrator, Federal Transit Administration, Region IV, (404) 347-3948.

#### **SUPPLEMENTARY INFORMATION:**

##### **1. Scoping**

The FTA, FDOT, and LYNX invite written comments for a period of 45 days after publication of this notice (see **DATES** and **ADDRESSES** above). During scoping, comments should focus on identifying specific social, economic, or environmental impacts to be evaluated, and suggesting alternatives that are less costly or less environmental impacts to be evaluated, and suggesting alternatives that are less costly or less environmentally damaging which achieve similar objectives. Comments should focus on the issues and alternatives for analysis, and not on a preference for a particular alternative. Individual preference for a particular alternative should be communicated during the comment period for the Draft EIS.

If you wish to be placed on the mailing list to receive further information as the project continues, contact Mr. Harold Webb at the Florida Department of Transportation, District Five. (see **ADDRESSES** above).

#### **II. Description of Study Area and Project Need**

The proposed project consists of an approximately 48.3 mile total light rail transit system. The minimum operating segment consist of 20-24 miles linking Osceola County's Celebration development in the south, through Orlando and central Orange County, to the vicinity of Sanford and the Volusia and Seminole County lines to the north. The new light rail transit alignment will be located either within the Interstate 4 right-of-way or in adjacent to the CSX rail corridor and surface streets or a combination of the alignment locations. The light rail transit alignment provides the opportunity to connect four of the five intermodal stations identified in the Regional Consensus Plan and Resource Document; the Osceola County Celebration Activity Center; the International Drive Grand Terminal Station; the Downtown Orlando Intermodal Facility, and the Sanford/Seminole County Transportation Center.

Interstate 4 is generally considered to be the spine of Central Florida's transportation system, carrying the greatest number of people and vehicles of any transportation facility in the region and serving many of the region's primary activity centers. On most of its sections Interstate 4 has evolved from being a highway primarily intended to serve long distance travelers to one which serves many shorter trips. Congestion and delays on Interstate 4 and along the parallel arterial highways are now considered to be the major transportation problem facing this rapidly growing region. With the prospect of continued and accelerated growth in population and tourism in Central Florida, travel conditions will continue to deteriorate at an increasing rate.

In response to this need, FDOT, in conjunction with LYNX, has completed a Major Investment Study (MIS) for the Interstate 4 corridor. The results of the MIS study and corresponding Interstate 4 Multi-Modal Master Plan resulted in a recommended design concept and scope consisting of six general use lanes, two special use lanes, and a light rail transit system to provide the required mobility in the Interstate 4 corridor.

#### **III. Alternatives**

The alternatives proposed for evaluation include: (1) No-action, which involves no change to transportation services or facilities in the corridor beyond already committed projects,

(2) a transportation system management alternative, which will be

used for cost-effectiveness comparisons, consists of low-to-medium cost improvements to the facilities and operations of LYNX in addition to the currently planned transit improvements in the corridor,

(3) new light rail transit alignment located either within the Interstate 4 right-of-way or in or adjacent to the CSX rail corridor and select surface streets or combinations of the alignment locations.

#### **IV. Probable Effects**

FTA and the Florida Department of Transportation and LYNX will evaluate all significant environmental, social, and economic impacts of the alternatives analyzed in the EIS. Primary environmental issues include: neighborhood protection, aesthetics, bicycle facilities, trails, recreational greenways, alternative modes of transportation, lake protection, hydrology and stormwater management, archaeological and historic resources, ecological and riverine greenways, wildlife corridors, and rare habitat and listed species. Environmental and social impacts proposed for analysis include land use and neighborhood impacts, traffic and parking impacts near stations, visual impacts, impacts on cultural resources, and noise and vibration impacts. Impacts on natural areas, rare and endangered species, air and water quality, groundwater and potentially contaminated sites will also be covered. The impacts will be evaluated both for the construction period and for the long-term period of operation. Measures to mitigate any significant adverse impacts will be developed.

Issued on: October 3, 1996.

Susan E. Schruth,

*Regional Administrator.*

[FR Doc. 96-25780 Filed 10-07-96; 8:45 am]

**BILLING CODE 4910-57-P**

#### **Surface Transportation Board <sup>1</sup>**

**[STB Finance Docket No. 33119]**

#### **Chicago SouthShore & South Bend Railroad Co.—Acquisition Exemption—Kensington and Eastern Railroad Co.**

Chicago SouthShore & South Bend Railroad Co. (CSS), a Class III rail

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10902.

carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire: (1) Approximately 6.2 miles of double track rail line from Kensington & Eastern Railroad Co. (K&E), extending from milepost 0.0, at 115th Street in Chicago, IL, to milepost 6.2, at the Illinois-Indiana State Line in Burnham, IL, opposite Hammond, IN; and (2) approximately 387 feet of contiguous line from Illinois Central Railroad Co., K&E's parent company, running from K&E to the point of connection with Chicago Rail Link just north of 130th Street (collectively herein referred to as the Subject Line).

The transaction was expected to be consummated on or after September 30, 1996.

CSS will continue to operate freight service and the Northern Indiana Commuter Transportation District will continue to operate passenger service over the lines.

As part of CSS's acquisition, CSS has granted to IC incidental local and bridge trackage rights to provide freight service to the industries and future occupants of facilities currently located on the Subject Line, and to obtain access to serve all current and future industries located within the Illinois International Port District. These trackage rights were existing rights which CSS agreed could be reserved by K&E on behalf of IC, as part of its conveyance of interests to CSS, and by IC on its own behalf.

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. 33119, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on: Jo A. DeRoche, Weiner, Brodsky, Sidman & Kider, P.C., 1350 New York Avenue, N.W., Suite 800, Washington, DC 20005-4797. Telephone: (202) 628-2000.

Decided: October 1, 1996.

By the Board, David M. Konschnik,  
Director, Office of Proceedings.  
Vernon A. Williams,  
Secretary.

[FR Doc. 96-25746 Filed 10-7-96; 8:45 am]

BILLING CODE 4915-00-P

## Surface Transportation Board<sup>1</sup>

[STB Docket No. AB-361 (Sub-No. 2X)]

### Michigan Shore Railroad, Inc.— Abandonment Exemption—In Muskegon, Muskegon County, MI

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of exemption.

**SUMMARY:** Under 49 U.S.C. 10502, the Board exempts from the requirements of 49 U.S.C. 10903 the abandonment by Michigan Shore Railroad, Inc., of a 3.21-mile rail line extending from milepost 93.59, at Getty Street and Laketon Avenue in Muskegon, MI, to the end of the track at milepost 90.38, near Dangle Road and Laketon Avenue near Muskegon, all in Muskegon County, MI, subject to standard labor protective conditions.

**DATES:** The exemption will be effective November 7, 1996 unless stayed or a statement of intent to file an offer of financial assistance (OFA) is filed. Statements of intent to file an OFA<sup>2</sup> under 49 CFR 1152.27(c)(2) and requests for a notice of interim trail use/rail banking under 49 CFR 1152.29 must be filed by October 18, 1996; petitions to stay must be filed by October 23, 1996; requests for a public use condition under 49 CFR 1152.28 must be filed by October 28, 1996; and petitions to reopen must be filed by November 4, 1996.

**ADDRESSES:** An original and 10 copies of all pleadings referring to STB Docket No. AB-361 (Sub-No. 2X) must be filed with: Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423; a copy of all pleadings must be served on petitioner's representative: Michael W. Blaszk, Esq., 211 South Leitch Avenue, LaGrange, IL 60525-2162.

**FOR FURTHER INFORMATION CONTACT:** Joseph H. Dettmar, (202) 927-5660 (TDD for the hearing impaired: (202) 927-5721).

**SUPPLEMENTARY INFORMATION:** Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC NEWS & DATA, INC., 1201 Constitution Avenue,

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction under 49 U.S.C. 10903.

<sup>2</sup> See *Exempt. of Rail Abandonment—Offers of Finan. Assist.*, 4 I.C.C.2d 164 (1987).

N.W., Room 2229, Washington, DC 20423. Telephone: (202) 289-4357/4359. (Assistance for the hearing impaired is available through TDD services (202) 927-5721.)

Decided: September 23, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owens.

Vernon A. Williams,  
Secretary.

[FR Doc. 96-25745 Filed 10-7-96; 8:45 am]

BILLING CODE 4915-00-P-M

[STB Finance Docket No. 33129]

### Southern Pacific Transportation Company—Trackage Rights Exemption—Union Pacific Railroad Company

Union Pacific Railroad Company (UP) has agreed to grant overhead trackage rights to Southern Pacific Transportation Company (SP) over three rail segments that total approximately 65.60 miles of contiguous rail lines located in Los Angeles and the vicinity of Los Angeles, CA, as follows: (1) The Los Angeles Subdivision between Los Angeles (M.P. 2.88) and Bartola (M.P. 11.44); (2) the Los Angeles Subdivision between City of Industry (M.P. 18.44) and Riverside (M.P. 56.6); and (3) the San Pedro Branch in Los Angeles (M.P. 2.83 to M.P. 21.71). The trackage rights were to become effective on or after September 26, 1996.<sup>2</sup>

This notice is filed under 49 CFR 1180.2(d)(7). 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 stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33129, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, NW.,

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323-24.

<sup>2</sup> Under 49 CFR 1180.4(g)(1), a notice of exemption is effective 7 days after it is filed. Although applicants indicated that the proposed transaction would be consummated on or after September 25, 1996, because the notice was filed on September 19, 1996, the proposed transaction could not be consummated before the September 26, 1996 effective date.