

Following the public scoping process, public outreach activities will include meetings with communities and organizations; public meetings on alternatives; public hearing(s) on the Draft EIS; distribution of project fact sheets and newsletters; and use of other outreach methods.

II. Description of Study Area and Transportation Needs

The study area of the proposed Dulles Corridor Rapid Transit Project is centered on the alignment of the Dulles Airport Access Road and the Dulles Toll Road within Fairfax County, and the Dulles Greenway—the private extension of the Toll Road—in Loudoun County. The length of the Corridor is more than 24 miles, extending from the Metrorail Orange Line, at a point between the West Falls Church Station and East Falls Church in Fairfax County, through the Washington Dulles International Airport and onto Route 772 in Loudoun County. The study area encompasses Tysons Corner, through which alignment alternatives traverse. The study area also includes the vicinity of stations and ancillary facilities such as parking, bus maintenance depot, and rail yard. This study area is generalized and considered flexible, subject both to the outcome of the scoping process and the locations of the alternatives studied in detail.

The Metropolitan Washington Council of Governments expects the population and employment in the Dulles Corridor over the next twenty years to increase more rapidly than the metropolitan regional averages. The increases in households and jobs in the Corridor are significantly large in both relative and absolute numbers. MWAA projects that the Washington Dulles International Airport will also have significant increases in air travel patronage, air cargo operations, and employees; therefore, ground-side access volumes at the Airport will be growing substantially. The projected consequence of this rapid growth in travel is markedly higher traffic volumes on highways and streets throughout the region and in the Dulles Corridor. Traffic congestion on the Toll Road will increase in both severity and duration as the peak period “spreads” to encompass earlier and later hours. VDOT projects travel on parallel arterials to increase proportionately as increasing congestion on the Toll Road will cause a higher fraction of travel in the Corridor to use alternative routes.

In response to the above transportation conditions, DRPT conducted a Major Investment Study (MIS), with a supplement, for the Dulles Corridor. The results of the 1997 MIS

study and its 1999 supplement resulted in a four-phase implementation program of express bus service in two phases, then Bus Rapid Transit as an interim transit service to rail, and then Metrorail. These documents are available for inspection by contacting Mr. Alfredson as described in the **DATES** section above or by visiting the DRPT web site, <http://www.drpt.state.va.us/library.htm>.

III. Alternatives

The alternatives proposed for evaluation include: (1) The No-Build Alternative, which involves the current infrastructure of highways and bus service, in addition to all ongoing and upcoming roadway and transit projects outlined in the regional Transportation Improvement Program (TIP); (2) the Transportation Systems Management (TSM) Alternative, which includes all elements of the No-Build alternative in addition to enhanced express bus service in the two counties. The TSM Alternative is a low cost alternative that uses existing facilities to the greatest extent possible to meet the identified transportation needs in the study area. The TSM Alternative also provides the baseline against which the cost-effectiveness of capital investments in other alternatives can be evaluated; and (3) the Build Alternatives of Bus Rapid Transit and Metrorail. There are three Build Alternatives:

(a) Bus Rapid Transit for the full length of the Dulles Corridor, between the West Falls Church Station of the Orange Line and Route 772. This alternative will be developed to permit the phased conversion of Bus Rapid Transit to Metrorail, as proposed in the 1999 Supplement to the MIS.

(b) Metrorail between the Orange Line and Tysons Corner, plus Bus Rapid Transit for the remainder of the Corridor, between Tysons Corner and Route 772. This alternative will also be developed to permit the phased conversion of Bus Rapid Transit to Metrorail, as proposed in the 1999 Supplement to the MIS.

(c) Metrorail for the full length of the Dulles Corridor, between the Orange Line and Route 772.

The Build Alternatives include alignments in the medians of the Dulles Airport Access Road and Dulles Greenway toll road, and through Tysons Corner and Washington Dulles International Airport; new stations along the alignments; and ancillary facilities of parking, bus maintenance depot, rail yard, traction power substations, and tiebreaker stations.

Additional reasonable Build Alternatives suggested during the

scoping process, including those involving other modes, may be considered.

IV. Potential Impacts for Analysis

The FTA, DRPT, and WMATA will evaluate all environmental, social, and economic impacts of the alternatives analyzed in the EIS. Impacts include land use, zoning, and economic development; secondary development; cumulative impacts; land acquisition, displacements, and relocation of existing uses; historic, archaeological, and cultural resources; parklands and recreation areas; visual and aesthetic qualities; neighborhoods and communities; environmental justice; air quality; noise and vibration; hazardous materials; ecosystems; water resources; energy; construction impacts; safety and security; utilities; and transportation impacts. The impacts will be evaluated both for the construction period and for the long-term period of operation of each alternative. Measures to mitigate adverse impacts will be identified.

V. FTA Procedures

A Draft EIS will be prepared to document the evaluation of the environmental, social, and economic impacts of the alternatives. Upon completion, the Draft EIS will be available for public and agency review and comment. Public hearing(s) on the Draft EIS will be held within the study area. On the basis of the Draft EIS and the public and agency comments received, a locally preferred alternative will be selected and described in full detail in the Final EIS.

Dated: June 20, 2000.

Hiram J. Walker,

Associate Administrator for Program Management.

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number: MARAD-2000-7550]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel REEF DIVER.

SUMMARY: As authorized by Public Law 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is

authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR Part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

DATES: Submit comments on or before July 26, 2000.

ADDRESSES: Comments should refer to docket number MARAD-2000-7550. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., S.W., Washington, D.C. 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Michael Hokana, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, S.W., Washington, DC 20590. Telephone 202-366-0760.

SUPPLEMENTARY INFORMATION: Title V of P.L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (less than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver

criteria given in § 388.4 of MARAD'S regulations at 46 CFR Part 388.

Vessel Proposed for Waiver of the U.S.-build Requirement

(1) Name of vessel and owner for which waiver is requested: Name of vessel: REEF DIVER. Owner: Richard R. Reth.

(2) Size, capacity and tonnage of vessel: According to the Applicant: The vessel is 38 feet long, 12 feet wide and depth of 5 feet. The gross tonnage is 21.9 tons or 17.5 net tons.

(3) Intended use for vessel, including geographic region of intended operation and trade: According to the applicant: The use of the vessel is for 6 passenger recreational dive chartering on the Western shore of Lake Michigan. The intended region of operation is from Port Washington, WI, North to Kenosha, WI, South.

(4) Date and place of construction and (if applicable) rebuilding: Date of construction: unknown. Place of original construction: construction was believed to have taken place in Winona, MN, USA. However, due to the absence of sufficient builder certification necessary to meet U.S. documentation standards to qualify for a coastwise endorsement, for the purposes of waivers permitted under Pub. L. 105-383 the vessel is considered to not have been built in the United States.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: The impact of this waiver on the commercial vessel operators is probably of no significance. The vessel is the only dive charter between Milwaukee, WI and Kenosha, WI. Further, according to the applicant, the three major and oldest dive charter operators out of the Milwaukee area encourage this new venture and have said the more the better. The applicant also claims a beneficial working relationship with other existing operators. For example, the owner claims operators exchange passengers when needed and help each other to find wrecks. Lastly the applicant states that the operation of all dive charters in the area is to: charter passengers out to dive sites, and provide a safe and enjoyable means to see the historic ships of the past, that had the unexpected fate of sinking, mostly due to weather.

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: The release of the U.S. build requirements should have no adverse effect on the U.S. shipyards, because as of this letter, all vessels being used today in this area are

refitted existing vessels for this activity. Therefore the shipbuilders should not be effected.

Dated: June 20, 2000.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33880]

Columbiana County Port Authority—Acquisition Exemption—Certain Rail Assets of Pittsburgh & Lake Erie Properties, Inc., in Mahoning County, OH

Columbiana County Port Authority (CCPA) has filed a verified notice of exemption under 49 CFR 1150.31 to acquire certain rail assets from the bankruptcy estate of Pittsburgh & Lake Erie Properties, Inc. (P&LEP), including certain easement rights between survey stations 46+00 and 146+00 between Struthers and Youngstown, OH.

This line of railroad was previously owned by predecessors-in-interest of P&LEP and were sold to various entities, subject to easements, which, according to CCPA, allowed P&LEP to assign the operation of the line to other parties, subject to regulatory approval.¹ This transaction is related to STB Docket No. AB-556 (Sub-No. 2X), *Railroad Ventures, Inc.—Abandonment Exemption—Between Youngstown, OH, and Darlington, PA, in Mahoning and Columbiana Counties, OH, and Beaver County, PA*, in which CCPA has made an offer of financial assistance to purchase the 35.7-mile line of railroad owned by Railroad Ventures, Inc., between Darlington and Youngstown. By entering into an interchange agreement with The Ohio & Pennsylvania Railroad Company, CCPR will be able to operate from Darlington to the point of interchange with CSX Transportation, Inc., at milepost - 3.0 at

¹ In issuing this notice, the Board is making no ruling on the property or contractual rights of the parties. Therefore, by invoking the class exemption, CCPA has Board permission to acquire these assets to the extent that it has been able, or will be able, legally to obtain the property rights. See *Central Columbiana & Pennsylvania Railway, Inc.—Lease and Operation Exemption—Columbiana County Port Authority*, STB Finance Docket No. 33818 (STB served Dec. 23, 1999) in which Central Columbiana & Pennsylvania Railway, Inc. (CCPR), was authorized to operate over this 3-mile segment and over a 35.7-mile line segment between Darlington, PA, and Youngstown, OH, to be purchased by CCPA.