

Calderon, Ronald Lee Carpenter, Charles Casey Chapman, Milton Coleman, David Earl Corwin, Adam D. Craig, Eric L. Dawson, III, Richard L. Derick, Joseph A. Dunlap, John C. Edwards, Jr., Calvin J. Eldridge, Ronald G. Ellwanger, Marcellus Albert Garland, George J. Ghigliotty, Ronald E. Goad, Randolph D. Hall, Reginald I. Hall, Sherman William Hawk, Jr., Daniel J. Hillman, Gordon William Howell, Roger Louis Jacobson, Robert C. Jeffres, Alfred C. Jewell, Jr., Anton R. Kibler, James Alonzo Kneece, Ronnie L. LeMasters, Steven G. Luther, Samuel Joseph Long, Lewis V. McNeice, Barry B. Morgan, Richard O'Neal, Jr., Dewey Owens, Jr., Richard E. Perry, Douglas McArthur Potter, Gregory Martin Preves, James M. Rafferty, Paul C. Reagle, Sr., Daniel Salinas, Salvador Sarmiento, Wayne Richard Sears, Garry R. Setters, Hoyt M. Shamblin, Lee Russell Sidwell, Jesse M. Sikes, Harold A. Slesman, James E. Smith, Daniel A. Sohn, Denny Vern Traylor, Noel Stuart Wangerin, Brian W. Whitmer, Jeffrey D. Wilson, Joseph F. Wood, William E. Woodhouse, and Rick A. Young from the vision requirement in 49 CFR 391.41(b)(10), subject to the following conditions: (1) That each individual be physically examined every year (a) by an ophthalmologist or optometrist who attests that the vision in the better eye continues to meet the standard in 49 CFR 391.41(b)(10), and (b) by a medical examiner who attests that the individual is otherwise physically qualified under 49 CFR 391.41; (2) that each individual provide a copy of the ophthalmologist's or optometrist's report to the medical examiner at the time of the annual medical examination; and (3) that each individual provide a copy of the annual medical certification to the employer for retention in its driver qualification file, or keep a copy in his/her driver qualification file if he/she is self-employed. The driver must also have a copy of the certification when driving so it may be presented to a duly authorized Federal, State, or local enforcement official.

In accordance with 49 U.S.C. 31315 and 31136(e), each exemption will be valid for 2 years unless revoked earlier by the FMCSA. The exemption will be revoked if (1) the person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31315 and 31136. If the exemption is still effective at the end of the 2-year period, the person may

apply to the FMCSA for a renewal under procedures in effect at that time.

Authority: 49 U.S.C. 322, 31315 and 31136; 49 CFR 1.73.

Issued on: September 18, 2000.

Julie Anna Cirillo,

Acting Assistant Administrator, Federal Motor Carrier Safety Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA 2000-7912]

Petition for Waiver of Compliance; Union Pacific Railroad; Waiver Petition

In accordance with Title 49 Code of Federal Regulations (CFR) Sections 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received from Union Pacific Railroad Company (UP), a Class I railroad, a request for waiver of compliance with certain provisions of the Federal Roadway Worker Protection Standards, 49 CFR 214. The specific sections of the Rule for which waiver is sought are 49 CFR 214.329, Train approach warning provided by watchmen/lookouts, and 49 CFR 214.329, On-track safety procedures for lone workers.

UP requests relief that will permit the use of a system described by UP as the automatic train approach warning system (TAWS). UP proposes that roadway work groups be permitted to substitute TAWS for watchmen/lookouts as the method of train approach warning when fouling a track within equipped interlockings and controlled points. UP also proposes that lone workers be permitted to use TAWS as a method of train approach warning within the limits of those interlockings and controlled points without a requirement to establish working limits.

FRA published, on December 16, 1996, a Final Rule amending 49 CFR 214 with the addition to it of the Roadway Worker Protection Standards, which became effective on January 15, 1997. The regulation mandates clearly defined methods of protection against moving trains and railroad equipment for railroad employees who perform certain maintenance and inspection duties on and near railroad tracks. On December 16, 1996, UP filed a petition for waiver of certain provisions of that Rule to permit the use of TAWS in place of watchmen/lookouts. FRA subsequently denied that petition, docketed as WPS-97-1, without

prejudice, due to concerns over several aspects of TAWS as it was then configured. UP indicates that this petition includes several enhancements which are intended by UP to address those concerns.

According to UP, the TAWS has been in place at controlled points on much of UP's heaviest tonnage routes since 1978. TAWS functions by illuminating a blue rotating light and sounding an audible alarm to alert roadway workers at least one minute prior to the entry of a train to an interlocking or controlled point. It has become part of the UP standard package at all new controlled points installed on UP. UP states that there have been no recorded instances of failure of the TAWS to perform its intended function.

UP avers that the TAWS, properly utilized, is more effective than a watchman/lookout, providing a longer warning time and not being susceptible to distraction or fatigue. Information provided by UP indicates that the TAWS is an integral part of the signal and train control system, incorporating the same level of reliability and principles of fail-safe design.

UP has included with the petition a set of detailed rules and instruction for the operation and use of both types of devices for the purpose of providing warning of approaching trains to roadway workers.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments.

All communications concerning these proceedings should identify the appropriate docket number (*e.g.*, Waiver Petition Docket Number FRA-2000-7912 and must be submitted to the DOT Docket Management Facility, Room PL-401 (Plaza level) 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 30 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning this proceeding are available for examination during regular business hours (9:00 a.m.-5:00 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Issued in Washington, D.C. on September 18, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-24289 Filed 9-20-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) for Transit Bridge Study in Broward County, Florida.

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of Intent to prepare a Draft Environmental Impact Statement.

SUMMARY: The Federal Transit Administration (FTA) (the Federal lead agency) and the Broward County Metropolitan Planning Organization (BCMPO) (the local lead agency) intend to prepare an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) for the Transit Bridge Study in Broward County, Florida. The AA/DEIS is being prepared in conformance with the National Environmental Policy Act (NEPA) and will also address the requirements of other federal and state environmental laws. The AA/DEIS will address the social, economic and environmental effects of a limited number of transportation improvements identified in the "Scoping Process" which will be undertaken as part of this study. The work being performed also satisfy the FTA's alternatives analysis requirements and guidelines. BCMPO will perform this effort in coordination with the following agencies: the Broward County Department of Planning and Environmental Protection, the Broward County Mass Transit Division, the Florida Department of Transportation, the City of Hollywood, the Miami-Dade Transit Agency, and the Metropolitan Planning Organization for the Miami Urbanized Area.

The AA/DEIS will evaluate transportation improvements in a series of alternate corridors between Pro-Player Stadium in northern Miami-Dade County and the Hollywood Tri-Rail Station (Hollywood Boulevard at I-95). The EIS will also evaluate a No-Build Alternative and Transportation Systems Management alternative. In addition, reasonable alternatives suggested during the scoping process will be considered.

Scoping will be accomplished through correspondence with interested persons, organizations, and federal, state and local agencies, as well as through

public meetings. See **SUPPLEMENTARY INFORMATION** below for details.

DATES: Comment Due Date: Written comments on the scope of alternatives and impacts to be considered should be sent to Broward County MPO by October 27, 2000. See **ADDRESSES** below. One Public Scoping Meeting and one Agency Scoping Meeting will be held on the following dates and times: Agency Scoping Meeting—September 21, 2000 from 10:00 to noon; Public Scoping Meeting—September 26, 2000 from 6:00 to 8:00 p.m. See **ADDRESSES** below.

ADDRESSES: Written comments should be sent to Mr. Mario Aispuro, Associate Planner, Broward County Metropolitan Planning Organization, 115 South Andrews Avenue, Fort Lauderdale, Florida, 33301. Phone (954) 357-6645.

The Scoping meetings will be held at the following locations:

1. September 21, 2000 from 10:00 a.m. to noon. South Florida Regional Planning Council, 3440 Hollywood Boulevard, Hollywood, Florida 33021.
2. September 26, 2000 from 6:00 to 8:00 p.m., South Regional/Broward Community College Library, 7300 Pines Boulevard, Pembroke Pines, Florida 33024.

Directions to meeting sites and information about special accommodation (Spanish translation, signing for hearing impaired, wheelchair access, etc.) are available. Contact Ms. Sheryl Dickey at Dickey Consulting Services, P.O. Box 892, Fort Lauderdale, Florida 33302. Phone (954) 467-6822.

FOR FURTHER INFORMATION CONTACT: Ms. Elizabeth Martin, Community Planner, Federal Transit Administration Region 4. Phone (404) 562-3500.

SUPPLEMENTARY INFORMATION:

I. Scoping

FTA and Broward County MPO invite interested individuals, organizations, businesses, and federal, state and local agencies to participate in defining the alternatives to be evaluated and identifying any significant social, economic, or environmental issues related to the alternatives. Comments on the appropriateness of the alternatives and impact issues are encouraged. Specific suggestions on additional alternatives to be examined and issues to be addressed are welcome and will be considered in the development of the final study scope. Comments may be made orally at the meetings or in writing prior to October 27, 2000.

Broward County MPO representatives will be present at the scoping meetings to describe the corridor alternatives,

answer any questions, and receive comments. Additional opportunities for public participation will be provided throughout the AA/DEIS preparation to review findings and results and to solicit comments. Interested persons will be notified of project progress through ongoing community information distributed to the project mailing list that will include all scoping participants.

Additional background information on the need for the project, the AA/DEIS process, alternatives, and impact issues to be addressed by the AA/DEIS is contained in a document entitled "Project Scoping." Copies of the document will be distributed to affected federal, state and local agencies. The document will also be available at the Scoping Meetings. Others may request the document from Ms. Sheryl Dickey. See **ADDRESSES** above.

II. Description of Study Area and Project Need

The study area includes a portion of Broward County and northern Miami-Dade County. It extends approximately 8.5 miles between NW 27th Avenue in the vicinity of Calder Race Track/Pro Player Stadium (the northern terminus of the Miami-Dade North Transit Corridor) and the Hollywood Tri-Rail station at Hollywood Boulevard and I-95. The area is currently served by Broward County Transit and Miami-Dade Transit bus service. There is no existing rail rapid transit or commuter service in the study area.

The study area includes an area of increasing residential and employment density. Availability of right-of-way in the study area is constrained. Travel demand is expected to increase between Broward and Miami-Dade Counties in the future. The capacity of the roadway system, particularly on US 441/SR 7, is already exceeded.

In response to the study area needs, Broward County MPO and the Department of Planning and Environmental Protection conducted the University Drive Transit Corridor Study. The results of the University Drive Transit Corridor Study completed in May 1996 and a number of subsequent initiatives at the MPO level during 1997 and 1998 concluded with the identification of the Transit Bridge corridor end points (Calder Race Track/Pro Player Stadium along NW 27th Avenue on the south and the Hollywood Tri-Rail Station at I-95/Hollywood Boulevard on the north). A suggested alignment includes the use of the Florida Turnpike right-of-way. The transit improvements are intended to increase the capacity of the