

environmental impact statement is no longer being prepared for a previously proposed highway project [FEGC 419–3(44)] in Rutland County, Vermont.

FOR FURTHER INFORMATION CONTACT: Kenneth R. Sikora, Jr., FHWA Environmental Program Manager, P.O. Box 568, Montpelier, Vermont 05601, telephone: (802) 828–4423; or David J. Scott, P.E., Director of Project Development, Vermont Agency of Transportation, National Life Building, Drawer 33, Montpelier, Vermont 05633–5001, telephone: (802) 828–2663.

SUPPLEMENTARY INFORMATION: A Notice of Intent to prepare an Environmental Impact Statement for a bypass or upgrade of U.S. Routes 4 and 7 in Rutland, Vermont, was published by FHWA in the March 22, 1993 **Federal Register**. A Notice of Availability for the Draft Environmental Impact Statement (DEIS) for the proposed project was issued in the December 19, 1997 **Federal Register**. The DEIS was circulated with the comment period ending on March 6, 1998.

Because of the many environmental issues associated with the preferred alternative, the Vermont Legislature terminated the environmental impact study for the project in Section 1(c)(2) of Act 156 of the 1999–2000 Legislative Session. Accordingly, FHWA has determined that a Final Environmental Impact Statement will not be prepared. (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 October 19, 2000.

Kenneth R. Sikora, Jr.,
Environmental Program Manager, Montpelier,
Vermont.
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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33949]

Albany & Eastern Railroad Company— Acquisition and Operation Exemption—Union Pacific Railroad Company

Albany & Eastern Railroad Company (AERC), a Class III carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire by lease from Union Pacific Railroad Company (UP) and operate the Mill City Branch

extending from milepost 689.64, at Page, and milepost 725.71, at Mill City, a distance of 48.57 miles in Marion and Linn Counties, OR (line).¹ AERC will replace the Willamette Valley Railway Company (WVRY) as the lessee and operator of the line.²

The transaction is expected to be consummated on or after October 20, 2000.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding 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. 33949, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on Fritz R. Kahn, Esq., Fritz R. Kahn, P.C., 1920 N Street, N.W., 8th Floor, Washington, DC 20036.

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

Decided: October 19, 2000.

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

Vernon A. Williams,
Secretary.

[FR Doc. 00–27561 Filed 10–26–00; 8:45 am]

BILLING CODE 4915–00–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33947]

Wisconsin Great Northern Railroad, Inc.—Operation Exemption—State of Wisconsin and Washburn County Transit Commission

Wisconsin Great Northern Railroad, Inc. (WGNR), a noncarrier, has filed a verified notice of exemption (notice) under 49 CFR 1150.31 to operate a 19.48-mile rail line (line) in Washburn County, WI, owned by the State of Wisconsin and the Washburn County

¹ The line serves the intermediate stations of Lebanon, Crabtree, and Lyons, OR. The verified notice indicates that a milepost equation near Tallman, OR, 684.87=697.37, makes the line 12.50 miles longer than would appear from the terminal mileposts.

² WVRY was authorized to lease and operate the line pursuant to *Willamette Valley Railway Company—Acquisition, Lease and Operation Exemption—Southern Pacific Transportation Company*, Finance Docket No. 32249 (ICC served Mar. 5, 1993).

Transit Commission. The line extends between milepost 80.8, at or near Spooner, and milepost 96.0, at a point of connection with Wisconsin Central, Ltd (WC), at Hayward Junction, including approximately .8 miles of incidental trackage rights over WC's line between milepost 95.2 and milepost 96.0.¹

The transaction is expected to be consummated no earlier than the October 20, 2000 effective date of the exemption.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to reopen will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33947, 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, a copy of each pleading must be served on Thomas F. McFarland, Jr., Esq., McFarland & Herman, 20 North Wacker Drive, Suite 1330, Chicago, IL 60606–2902.

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

Decided: October 19, 2000.

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

Vernon A. Williams,
Secretary.

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BILLING CODE 4915–00–P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Office of the General Counsel; Appointment of Members of the Legal Division to the Performance Review Board

Under the authority granted to me as Chief Counsel of the Internal Revenue Service by the General Counsel of the Department of the Treasury by General Counsel Order No. 21 (Rev. 4), pursuant to the Civil Service Reform Act, I have appointed the following persons to the

¹ The line is a continuous rail line consisting of two segments: (1) Between milepost 80.8, at or near Spooner, and milepost 87.6, at or near Trego, a distance of 6.8 miles; and (2) between milepost 83.32, at or near Trego, and milepost 96.0, at Hayward Junction, a distance of 12.68 miles. WGNR currently provides rail passenger service over the line.