

MATA has been investigating how best to advance the regional high capacity transit components of the 2020 plan. The most recently completed study culminated in the selection of the top priority corridor for the next phase of high capacity transit expansion. During the Corridor Selection Study, the community involvement process identified key needs of work force transportation and redevelopment of underutilized areas (transit oriented development). The three candidate corridors were evaluated on the basis of criteria such as access and mobility, costs, opportunity for transit oriented development, use of shared rights-of-way, traffic congestion, and impact on sensitive areas. In the deliberation of the results of the evaluation, the MATA Board recognized that the first phase of regional high capacity transit must be effective in attracting riders and contributing to the economic vitality of the region. The deliberations also recognized that the Airport area is the largest point of economic generation in the region and should be served by the first phase of the region system. At the conclusion of the Corridor Selection Study, the Downtown-Airport Corridor (a portion of the Southeast Corridor) was selected as the top priority to move forward for detailed study and environmental analysis.

The Downtown-Airport Corridor is located entirely within the City of Memphis. The corridor is bounded on the west by the Mississippi River, Crump Boulevard, Interstate 240 and Interstate 55; on the north by North Parkway; on the east by East Parkway, Hollywood Street, Semmes Avenue, Lamar Avenue and Getwell Road; and on the south by Raines Road. The corridor contains a diverse mix of major institutions including the Medical Center, the Fairgrounds, the Airport, and the Federal Express package handling facility. The Airport and the Federal Express hub are among the largest individual employers in the region. Medium density residential development also is evident throughout the corridor. Much of the corridor is characterized by older development, with new infill development occurring in selected areas.

The Alternatives Analysis will examine alignments, technologies, station locations, cost, funding, ridership, economic development, land use, engineering feasibility, and environmental concerns. During this Alternatives Analysis process, MATA also will evaluate the best options for connecting this initial segment with rest of the corridors.

### III. Alternatives

The scoping meetings, other community meetings and written comments will be a major source of alternatives for consideration in the Alternatives Analysis. Transportation alternatives proposed for consideration in the Downtown-Airport Corridor will include:

1. No Action Alternative—Existing and planned transit service and programmed new transportation facilities to the year 2023 with no new change to transportation services or facilities in the area beyond already committed projects.

2. Light Rail Alternative—Extension of the downtown rail circulation system, either from the renovated Central Station or the Medical Center Extension eastward and southward to the vicinity of the Airport via several alternative alignments, including Madison Avenue, Lamar Avenue, I-240; railroad rights-of-way and others.

3. Other Technology Alternatives such as monorail and bus rapid transit.

Based on public and agency input received during scoping, variations of the above alternatives and other transportation-related improvement options, both transit and non-transit, will be considered for the Downtown-Airport Corridor.

### IV. Probable Effects/Potential Impacts for Analysis

The FTA and MATA will consider probable effects and potentially significant impacts to social, economic and environmental factors associated with the alternatives under evaluation in the EIS. Potential environmental issues to be addressed will include: land use, historic and archaeological resources, traffic and parking, noise and vibration, environmental justice, regulatory floodway/floodplain encroachments, coordination with transportation and economic development projects, and construction impacts. Other issues to be addressed in the EIS include: natural areas, ecosystems, rare and endangered species, water resources, air/surface water and groundwater quality, energy, potentially contaminated sites, displacements and relocations, and parklands. The potential impacts will be evaluated for both the construction period and the long-term operations period of each alternative considered. In addition, the cumulative effects of the proposed project alternatives will be identified. Measures to avoid or mitigate any significant adverse impacts will be developed.

Evaluation criteria will include consideration of the local goals and

objectives established for the study, measures of effectiveness identified during scoping, and criteria established by FTA for "New Start" transit projects.

### V. FTA Procedures

In accordance the regulations and guidance established by the Council on Environmental Quality (CEQ), as well as the Code of Federal Regulations, Title 23, Part 771 (23 CFR 771) of the FHWA/FTA environmental regulations and policies, the EIS will include an analysis of the social, economic and environmental impacts of each of the alternatives selected for evaluation. The EIS will also comply with the requirements of the 1990 Clean Air Act Amendments (CAAA) and with Executive Order 12898 regarding Environmental Justice. After its publication, the Draft Environmental Impact Statement (DEIS) will be available for public and agency review and comment. Public hearings will be held on the DEIS. The DEIS will also constitute the Alternative Analysis required by the New Starts regulations.

The Final EIS will consider comments received during the DEIS public review and will identify the preferred alternative. Opportunity for additional public comment will be provided throughout all phases of project development.

Issued on: July 31, 2001.

**Jerry Franklin,**

*Regional Administrator.*

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 27590 (Sub-No. 2)]

#### **TTX Company, et al.—Application for Approval of the Pooling of Car Service With Respect to Flat Cars**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of request for comments.

**SUMMARY:** In this proceeding, the Interstate Commerce Commission (ICC) provided for the monitoring of TTX Company (TTX) during the 10-year term of its pooling extension. The Board now proposes to reopen this proceeding to take comments from interested parties on whether any of TTX's activities require any action or particular oversight on the Board's part at this time.

**DATES:** The effective date of this decision is July 31, 2001. Comments are due on October 2, 2001.

**ADDRESSES:** Send comments (an original and 10 copies) referring to STB Finance Docket No. 27590 (Sub-No. 2) to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. Two copies of all filings should be sent separately to the Board's Office of Compliance and Enforcement, at the above address, Suite 780.

**FOR FURTHER INFORMATION CONTACT:** Melvin F. Clemens, Jr., (202) 565-1573. [TDD for the hearing impaired: 1-800-877-8339.]

**SUPPLEMENTARY INFORMATION:** In a 1994 decision approving a 10-year extension of TTX's pooling authority,<sup>1</sup> the ICC required its Office of Compliance and Enforcement (OCE) to monitor TTX's operations and to report on any problems at the end of the third and seventh years. Pursuant to the ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803 (1995)(ICCTA), effective January 1, 1996, the ICC was abolished; a number of its functions were eliminated; and its remaining rail and certain non-rail functions were transferred to the Surface Transportation Board (Board), newly established under ICCTA. Because the authority over TTX's pooling arrangement was transferred to the Board under ICCTA, the Board is now responsible for monitoring TTX's activities.

### Request for Comments

The Board requests comments on whether any of TTX's activities require any action or particular oversight on the Board's part at this time. Any commenter wishing to express a concern about any of TTX's activities should fully describe the activity, the concern, and the type of Board action that the commenter believes is appropriate. The comments will be reviewed by OCE, and, based on the issues raised, the Board will determine whether any further action is appropriate.

**Electronic Submissions.** In addition to submitting an original and 12 paper copies of each document filed with the Board (10 copies to the Office of the Secretary and 2 copies to OCE), parties must submit, on disks or CDs, copies of all textual materials, electronic work papers, and data bases and spreadsheets used to develop quantitative evidence. Data must be submitted on 3.5-inch IBM-compatible floppy disks or CDs.

<sup>1</sup> This pooling authority was approved in *TTX Company, Et. Al—Application For approval of the Pooling of Car Service With Respect to Flat Cars*, Finance Docket No. 27590 (Sub-No. 2), ICC served Aug. 31, 1994.

Textual materials must be in or compatible with WordPerfect 9.0. Electronic spreadsheets must be in, or compatible with, Lotus 1-2-3 Release 9, or Microsoft Excel 97. Each disk or CD should be clearly labeled with the identification acronym and number of the corresponding paper document, and a copy of such disk or CD should be provided to any other party upon request. The flexibility provided by such computer data will facilitate timely review by the Board and its staff.

### Environment

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

#### *It is ordered:*

1. Applicants, shippers, and other interested parties may file comments with the Board, as described above, on whether any of TTX's activities require any action or particular oversight on the Board's part at this time.

2. Comments are due on October 2, 2001.

3. This decision is being served on all parties appearing on the service list in Finance Docket No. 27590 (Sub-No. 2).

4. This decision is effective on July 31, 2001.

Decided: July 27, 2001.

By the Board, Chairman Morgan, Vice Chairman Clyburn, and Commissioner Burkes.

**Vernon A. Williams,**  
*Secretary.*

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## DEPARTMENT OF THE TREASURY

### Customs Service

#### **Proposed Collection; Comment Request; Articles Assembled Abroad With Textile Components Cut to Shape in the U.S.**

**ACTION:** Notice and request for comments.

**SUMMARY:** As part of its continuing effort to reduce paperwork and respondent burden, Customs invites the general public and other Federal agencies to comment on an information collection requirement concerning Articles Assembled Abroad with Textile Components Cut to Shape in the U.S. This request for comment is being made pursuant to the Paperwork Reduction Act of 1995 (Public Law 104-13; 44 U.S.C. 3505(c)(2)).

**DATES:** Written comments should be received on or before October 2, 2001.

**ADDRESSES:** Direct all written comments to U.S. Customs Service, Information Services Group, Room 3.2C, Attn.: Tracey Denning, 1300 Pennsylvania Avenue, NW., Washington, DC 20229.

**FOR FURTHER INFORMATION CONTACT:** Requests for additional information should be directed to U.S. Customs Service, Attn.: Tracey Denning, Room 3.2C, 1300 Pennsylvania Avenue NW., Washington, DC 20229, Tel. (202) 927-1429.

**SUPPLEMENTARY INFORMATION:** Customs invites the general public and other Federal agencies to comment on proposed and/or continuing information collections pursuant to the Paperwork Reduction Act of 1995 (Public Law 104-13; 44 U.S.C. 3505(c)(2)). The comments should address: (1) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimates of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden including the use of automated collection techniques or the use of other forms of information technology; and (e) estimates of capital or start-up costs and costs of operations, maintenance, and purchase of services to provide information. The comments that are submitted will be summarized and included in the Customs request for Office of Management and Budget (OMB) approval. All comments will become a matter of public record. In this document Customs is soliciting comments concerning the following information collection:

*Title:* Articles Assembled Abroad with Textile Components Cut to Shape in the U.S.

*OMB Number:* 1515-0207.

*Form Number:* N/A.

*Abstract:* This collection of information enables Customs to ascertain whether the conditions and requirements relating to 9802.00.80, HTSUS, have been met.

*Current Actions:* There are no changes to the information collection. This submission is being submitted to extend the expiration date.

*Type of Review:* Extension (without change).

*Affected Public:* Businesses, Individuals, Institutions.

*Estimated Number of Respondents:* 500.

*Estimated Time Per Respondent:* 20 minutes.

*Estimated Total Annual Burden Hours:* 750.