

Transportation Authority. *Project description:* The proposed project is 27.2 miles of commuter rail transit operating in an exclusive right-of-way with at-grade and aerial sections between downtown Fort Worth, west of the Texas and Pacific Station, and the Dallas/Fort Worth International Airport at the Terminal A/B Station. The project includes eight stations (two stations are existing and will be shared with Trinity Railway Express service in Fort Worth), parking facilities, new and improved yard and shop facilities, rail vehicles, fare collection equipment, communications and train control systems, and ancillary facilities for the distribution of electrical power and stormwater management. *Final agency actions:* Section 4(f) determination; a Section 106 Memorandum of Agreement; project-level air quality conformity; and a Record of Decision, dated September 29, 2014. *Supporting documentation:* Final Environmental Impact Statement, dated May 19, 2014.

3. *Project name and location:* Anacostia Streetcar Extension, Washington, DC. *Project sponsor:* District of Columbia Department of Transportation (DDOT). *Project description:* The DDOT is proposing to construct and operate a half-mile extension of the Anacostia Initial Line (AIL) streetcar line. The project, with operations in 2017, will extend the AIL streetcar service, primarily along the CSX right-of-way, from the Anacostia Metrorail Station to the foot of the 11th Street Bridge at the intersection of Martin Luther King, Jr. Avenue SE. and Good Hope Road SE. in the Anacostia neighborhood of Washington, DC. *Final agency actions:* No use determination of Section 4(f) resources; Section 106 finding of no adverse effect; project-level air quality conformity; and Finding of No Significant Impact (FONSI), dated October 10, 2014. *Supporting documentation:* Environmental Assessment, dated February 26, 2014.

Dated: November 5, 2014.

**Lucy Garliauskas,**

*Associate Administrator Planning and Environment.*

[FR Doc. 2014-26728 Filed 11-10-14; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Surface Transportation Board**

[Docket No. FD 35848]

**Wisconsin & Southern Railroad, L.L.C.—Acquisition and Operation Exemption—Union Pacific Railroad Company**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of acquisition and operation exemption.

**SUMMARY:** The Board is granting an exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10902 for Wisconsin & Southern Railroad, L.L.C. (WSOR), a Class II rail carrier, to acquire from the Union Pacific Railroad Company (UP) and operate a permanent exclusive freight rail operating easement over approximately 69.62 miles of rail line (the Line) in the State of Wisconsin. Specifically, the Line includes: (a) The Reedsburg Line, between milepost 134.0 and milepost 191.90 near Reedsburg; (b) the Central Soya Industrial Lead, between milepost 83.78 and milepost 85.5 in Madison; and (c) the Cottage Grove Industrial Lead, between milepost 81.00 and milepost 71.00. WSOR has been the exclusive operator over the Line since 1996 pursuant to a lease with UP, and upon consummation of the transaction, will continue to operate the line. The exemption is subject to standard labor protective conditions. In the same decision, the Board is granting WSOR a waiver of the employee notice requirements of 49 CFR 1121.4(h).

**DATES:** This exemption will be effective on December 6, 2014. Petitions to stay must be filed by November 17, 2014. Petitions to reopen must be filed by November 26, 2014.

**ADDRESSES:** Send an original and 10 copies of all pleadings, referring to Docket No. FD 35848, to: Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of all pleadings must be served on WSOR's representative: Karl Morell, Of Counsel, BALL JANIK LLP, Suite 225, 655 Fifteenth Street NW., Washington, DC 20005, and on all other parties of record in Docket No. FD 35848.

**FOR FURTHER INFORMATION CONTACT:** Scott Zimmerman, (202) 245-0386. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at (800) 877-8339. Copies of written filings will be available for viewing and self-copying at the Board's Public Docket Room, Room 131, and will be posted to the Board's Web site.

**SUPPLEMENTARY INFORMATION:**

Additional information is contained in the Board's decision served on November 6, 2014, which is available on our Web site at [www.stb.dot.gov](http://www.stb.dot.gov).

Decided: November 6, 2014.

By the Board, Chairman Elliott, Vice Chairman Miller, and Commissioner Begeman.

**Raina White,**  
*Clearance Clerk.*

[FR Doc. 2014-26740 Filed 11-10-14; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Surface Transportation Board**

[Docket No. FD 35869]

**Delaware Lackawaxen & Stourbridge Railroad Company—Operation Exemption—Stourbridge Railroad Company**

Delaware Lackawaxen & Stourbridge Railroad Company (DL&S), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to operate a 24.80-mile rail line between milepost 0.0 at Lackawaxen, in Pike County, Pa., and milepost 24.80 at Honesdale, in Wayne County, Pa. (the Line), pursuant to an operating agreement with Class III rail carrier Stourbridge Railroad Company (SBRR), the owner of the Line.

DL&S states that the agreement provides that DL&S will be the exclusive common carrier freight and passenger operator on the Line. DL&S also states that there will be no restrictions or limitations with regard to the interchange of freight traffic. DL&S notes that it will interchange with the Central New York Railroad Company at milepost 0.0 at Lackawaxen.

The transaction may be consummated on November 26, 2014, the effective date of the exemption (30 days after the exemption was filed).

DL&S certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III carrier and will not exceed \$5 million. DL&S also certifies that this transaction will not result in the creation of a Class I or Class II rail carrier.

If the verified 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 automatically stay the effectiveness of the exemption. Stay petitions must be filed by November 19, 2014 (at least seven days before the exemption becomes effective).