

bus rapid transit, light rail transit, or commuter rail. Ancillary facilities, such as a maintenance facilities, layover and maintenance yards, and parking facilities will be considered, as appropriate, for the Transit Build Alternatives.

These alternatives are expected to be defined more precisely through the scoping process. Any additional reasonable alternatives emerging from the scoping process will also be considered.

#### IV. Probable Impacts for Analysis

The purpose of the EIS process is to fully disclose the environmental consequences associated with each of the alternatives being evaluated and to develop alternatives to avoid, minimize and mitigate those impacts while still satisfying the need for the action. The FTA and SEMCOG will assess all social, economic, and environmental impacts of all reasonable alternatives. Impacts may include the following: 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 recreational 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 avoid, minimize or mitigate adverse impacts will be identified.

#### V. FTA Procedures

In accordance with FTA's environmental regulation (23 CFR part 771), FTA and SEMCOG will comply with NEPA and all related environmental laws, regulations, and executive orders, including but not limited to Section 106 of the National Historic Preservation Act, Section 4(f) of the DOT Act, the project-level conformity requirements of the Clean Air Act, and the executive orders on wetlands protection, floodplain management, and environmental justice, during the NEPA process, to the maximum extent possible.

The Draft EIS will also constitute the Alternatives Analysis required by FTA's New Starts regulation (49 CFR Part 611) and will satisfy the FTA requirements for an Alternatives Analysis. Upon completion, the Alternatives Analysis/Draft EIS will be available for public

and agency review and comment. Public hearing(s) on the Alternatives Analysis/Draft EIS will be held within the study area. On the basis of the Alternatives Analysis/Draft EIS and the public and agency comments received, a Locally Preferred Alternative (LPA) will be selected and, with FTA approval, will be advanced into preliminary engineering and a more detailed evaluation in the Final EIS.

Issued on: September 28, 2004.

**Joel P. Ettinger,**

*Region V Administrator.*

[FR Doc. 04-22144 Filed 9-30-04; 8:45 am]

**BILLING CODE 4910-57-P**

### DEPARTMENT OF TRANSPORTATION

#### Maritime Administration

#### Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

**AGENCY:** Maritime Administration, DOT.

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

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval. The nature of the information collection is described as well as its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on July 7, 2004. No comments were received.

**DATES:** Comments must be submitted on or before November 1, 2004.

#### FOR FURTHER INFORMATION CONTACT:

Mitch Hudson, Maritime Administration, 400 7th Street SW., Washington, DC 20590. Telephone: 202-366-9373; FAX: 202-366-7485; or E:MAIL: [mitch.hudson@marad.dot.gov](mailto:mitch.hudson@marad.dot.gov). Copies of this collection also can be obtained from that office.

**SUPPLEMENTARY INFORMATION:** Maritime Administration (MARAD).

*Title:* Requirements for Establishing U.S. Citizenship.

*OMB Control Number:* 2133-0012.

*Type of Request:* Extension of currently approved collection.

*Affected Public:* Shipowners, charterers, equity owners, ship managers.

*Forms:* Special Format.

*Abstract:* In accordance with 46 CFR Part 355, shipowners, charterers, equity

owners, ship managers, etc., seeking benefits provided by statute are required to provide on an annual basis, an Affidavit of U.S. Citizenship to the Maritime Administration (MARAD) for analysis. The Affidavits of U.S. Citizenship filed with MARAD will be reviewed to determine if the applicants are eligible to participate in the programs offered by the agency.

*Annual Estimated Burden Hours:* 1500 hours.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention MARAD Desk Officer.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; the accuracy of the agency's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

**Authority:** 49 CFR 1.66.

Issued in Washington, DC, on September 27, 2004.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. 04-22036 Filed 9-30-04; 8:45 am]

**BILLING CODE 4910-81-P**

### DEPARTMENT OF TRANSPORTATION

#### Surface Transportation Board

[STB Finance Docket No. 34536]

#### Indiana & Ohio Central Railroad, Inc.—Acquisition and Operation Exemption—CSX Transportation, Inc.

Indiana & Ohio Central Railroad, Inc. (IOCR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire and operate, pursuant to an agreement with CSX Transportation, Inc. (CSXT), approximately 107 miles of rail line consisting of the Cincinnati Terminal Subdivision between NA Tower, OH, milepost BB 7.5 and Oakley, OH, milepost BB 12.4, and the Midland Subdivision between Oakley, milepost

BB 12.4, and Columbus, OH, milepost BR 114.6.<sup>1</sup>

Because IOCR's projected annual revenues will exceed \$5 million, IOCR certified to the Board on August 12, 2004, that it sent the required notice of the transaction on August 12, 2004, to the national offices of all labor unions representing employees on the line and posted a copy of the notice at the workplace of the employees on the affected lines on August 12, 2004. See 49 CFR 1150.42(e).

The transaction is scheduled to be consummated on October 16, 2004, which is 60 days after IOCR's certification to the Board that it has complied with the Board's rule at 49 CFR 1150.42(e).

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 transaction.<sup>2</sup>

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34536, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on: Gary A. Laakso, IOCR Vice President Regulatory Counsel, 5300 Broken Sound Boulevard, NW., Boca Raton, FL 33487; and Louis E. Gitomer, Ball Janik LLP, 1455 F Street, NW., Suite 225, Washington, DC 20005.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: September 24, 2004.

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

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

[FR Doc. 04-21982 Filed 9-30-04; 8:45 am]  
**BILLING CODE 4915-01-P**

<sup>1</sup> IOCR will lease the right-of-way from CSXT.

<sup>2</sup> On September 13, 2004, the Brotherhood of Locomotive Engineers & Trainmen (BLET) filed a protest asking the Board to reject IOCR's notice and a notice to be filed in STB Finance Docket No. 34540, *Columbus & Ohio River Railroad—Acquisition Exemption—Lines of CSX Transportation, Inc.*, for another shortline carrier to operate through lease and/or purchase approximately 114 miles of CSXT's rail line between Columbus and Cambridge and Newark and Mt. Vernon, Ohio. On September 15, 2004, the United Transportation Union (UTU) filed a pleading titled as a petition to revoke, seeking relief identical to that sought by BLET.

On September 24, 2004, an amended petition to revoke was filed by UTU, and the notice of exemption was filed in STB Finance Docket No. 34540. The Board will address the filings by BLET and UTU in a subsequent decision.

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34546]

#### Western Rail Switching, Incorporated—Operation Exemption—Rail Line of Spokane County, WA

Western Rail Switching, Incorporated (WRS), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to operate, pursuant to an agreement with the county of Spokane, WA (the County), 4.93 miles of a line of railroad known as the Geiger Spur. The line extends from a point of connection with The Burlington Northern and Santa Fe Railway Company's (BNSF) line at milepost 0.00 near Fairchild Air Force Base (also known as milepost 1493.95 on BNSF's Columbia River Subdivision) to milepost 4.93 on the Geiger Spur line near Airway Heights, in Spokane County, WA.

The transaction was scheduled to be consummated on or after September 10, 2004.

This transaction is related to STB Finance Docket No. 34541, *Spokane County—Acquisition Exemption—The Burlington Northern and Santa Fe Railway Company*, wherein the County has filed a verified notice of exemption for its acquisition of the 4.93-mile line of railroad from BNSF.

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 transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34546, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Thomas F. McFarland, P.C., 208 South LaSalle Street, Suite 1890, Chicago, IL 60604-1112.

Board decisions and notices are available on our Web-site at "<http://www.stb.dot.gov>."

Decided: September 24, 2004.

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

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

[FR Doc. 04-22092 Filed 9-30-04; 8:45 am]  
**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-33 (Sub-No. 220X)]

#### Union Pacific Railroad Company—Abandonment Exemption—in Brown and Doniphan Counties, KS

On September 13, 2004, Union Pacific Railroad Company (UP) filed with the Surface Transportation Board a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a line of railroad known as the St. Joseph Industrial Lead, extending from milepost 2.52 near Elwood to milepost 33.60 near Robinson, a distance of 30.98 miles in Brown and Doniphan Counties, KS (13.9 = 14.0).<sup>1</sup> The line traverses United States Postal Service ZIP Codes 66024, 66087, 66090, 66434, and 66532, and includes no stations.

The line does not contain federally granted rights-of-way. Any documentation in UP's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by December 30, 2004.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each OFA must be accompanied by a \$1,100 filing fee. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under

<sup>1</sup> On September 22, 2004, UP submitted a clarification to the milepost equation. UP states that, prior to 1934, the Chicago Pacific Rock Island Railroad (RIRR) and the St. Joseph and Grand Island Railway (SJ&GI), a subsidiary of UP, shared the rail line running from St. Joseph, MO, crossing the Missouri River, and extending through Wathena, KS. UP indicates that west of Wathena, at milepost 7.4, the two railroads split. In 1934, UP ceased using its line between milepost 7.4 and Troy, KS, as a separate route, and substituted via trackage rights the route over the RIRR. UP then returned to its own rail line and, rather than re-milepost the entire balance of the SJ&GI, UP did an equation so it could retain the rest of the SJ&GI mileposts as they were. UP further states that to correct for the milepost shift, UP placed the milepost equation at Troy, and then the traditional SJ&GI mileposts ran from that point.