

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.*

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**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