

of Huntington as this area is located outside the existing electrified territory. New electric substations will also be required to accommodate the extension of third-rail power to the new yard. Minor track and grade crossing improvements in the newly electrified area may also be warranted. These project elements will also be analyzed.

#### IV. Probable Effects

The FTA and LIRR will evaluate the environmental, social, and economic impacts of each alternative, including air quality; noise and vibration; traffic, parking and pedestrians; energy and potential for conservation; safety and security; water quality; wetlands; flooding; navigable waterways and coastal zones; ecologically sensitive areas; endangered species; hazardous materials; land acquisition and displacements; land use, zoning, and economic development; consistency with local plans; historic properties; parkland; aesthetics; community disruption; environmental justice; construction impacts; and cumulative impacts. Measures to mitigate significant adverse impacts will be identified and alternatives for mitigation will be analyzed.

#### V. FTA Procedures

Upon completion of the scoping process, the Draft EIS will be made available for public and agency review and comment for 45 days. Public hearing(s) on the Draft EIS will be held within the study area. On the basis of the Draft EIS as well as comments received from the public participation process, a Final EIS will be prepared.

Issued on: October 8, 2003.

**Letitia Thompson,**

*FTA Regional Administrator.*

[FR Doc. 03-26029 Filed 10-14-03; 8:45 am]

BILLING CODE 4910-57-P

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[DOCKET NO. MARAD 2003 16301]

#### Information Collection Available for Public Comments and Recommendations

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

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

**DATES:** Comments should be submitted on or before December 15, 2003.

**FOR FURTHER INFORMATION CONTACT:** Celia Luck, Maritime Administration, MAR-810, 400 Seventh St., SW., Washington, DC 20590. Telephone: (202) 366-3581, FAX: (202) 366-6988; or E-MAIL: [celia.luck@marad.dot.gov](mailto:celia.luck@marad.dot.gov). Copies of this collection also can be obtained from that office.

#### SUPPLEMENTARY INFORMATION:

*Title of Collection:* Intermodal Access to U.S. Ports, and Intermodal Access to U.S. Marine Terminals Surveys.

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

*OMB Control Number:* 2133-0533.

*Form Numbers:* MA-1024 and MA-1024A.

*Expiration Date of Approval:* Three years from date of approval by the Office of Management and Budget.

*Summary of Collection of Information:* The Intermodal Access to U.S. Ports, and Intermodal Access to U.S. Marine Terminals Surveys will provide MARAD with key road, rail, and waterside access data and highlight the issues that affect the flow of cargo through U.S. ports and terminals.

*Need and Use of the Information:* These annual surveys will provide an overall indicator for cargo flow, and capacity trends and requirements. The survey instruments will allow MARAD to assess the magnitude and nature of impediments to efficient intermodal connections to ports and marine terminals and will provide information on correcting any deficiencies.

*Description of Respondents:* U.S. Ports and Terminals (including the top U.S. deepwater ports, the top container ports and the strategic ports).

*Annual Responses:* 162.

*Annual Burden:* 81 hours.

*Comments:* Comments should refer to the docket number that appears at the top of this document. Written comments may be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. Comments may also be submitted by electronic means via the Internet at <http://dms.dot.gov/submit>. Specifically address whether this information collection is necessary for proper performance of the functions of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance the quality, utility, and clarity of the information to be collected. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m. EDT (or

EST), Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

By Order of the Maritime Administrator,  
Dated: October 9, 2003.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. 03-26054 Filed 10-14-03; 8:45 am]

BILLING CODE 4910-81-P

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-842X]

#### Almono LP—Abandonment Exemption—in Allegheny County, PA

On September 25, 2003, Almono LP (Almono) filed with the Board a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon its entire line of railroad extending between the plant of shipper MetalTech on the north side of the Monongahela River and an interchange point with CSX Transportation, Inc. (CSXT) north of CSXT's Glenwood Yard in Hazelwood, Allegheny County, PA, a distance of approximately 2 miles.<sup>1</sup> Almono states that the line does not have milepost designations. The line traverses U.S. Postal Service Zip Codes 15207 and 15213 and includes no stations.

In addition to an exemption from 49 U.S.C. 10903, petitioner seeks exemption from 49 U.S.C. 10904 [offer of financial assistance (OFA) procedures] and 49 U.S.C. 10905 [public use conditions].<sup>2</sup> In support, Almono

<sup>1</sup> Almono acquired the line from Monongahela Connecting Railroad Company (Mon Con) in *Almono LP—Acquisition and Operation Exemption—Line of Monongahela Connecting Railroad Company*, STB Finance Docket No. 34250 (STB served Oct. 2, 2002). In that proceeding, Almono stated that Mon Con is a wholly owned subsidiary of LTV Steel Corporation (LTV), which is in bankruptcy and is liquidating its assets, and that it acquired Mon Con's assets as well as adjoining LTV property with court approval. Also, Almono informed the Board that it intended to seek abandonment of the acquired line shortly after consummation of the transaction. In the decision in that proceeding, Almono was told that it must submit evidence showing that the interest of the involved shipper, MetalTech, will be protected.

<sup>2</sup> Almono also seeks a waiver or exemption from various profiling requirements, particularly detailed revenue and cost data [49 CFR 1152.22(d)] and detailed information on possible diversions to motor carriage [49 CFR 1105.7(e)(4)]. However, detailed revenue and cost data are not specifically required when petitioning for an abandonment exemption; such information is required to be filed only in abandonment applications. Almono has included the information pertaining to possible diversion to motor carriage in its environmental report. Accordingly, Almono does not appear to require the waiver sought.