

ARM-208, FAA, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470; fax (202) 267-5075; or e-mail shirley.stroman@faa.gov.

SUPPLEMENTARY INFORMATION: This notice announces a meeting of the Aging Transport Systems Rulemaking Advisory Committee. The FAA will hold the meeting at the location listed under the **ADDRESSES** heading of this notice. The purpose of the meeting is to discuss the status of the three new tasks the FAA assigned to the ATSRAC (68 FR 31741, May 28, 2003). These tasks include:

- Providing recommendations about aging airplane wiring issues such as alternatives to rulemaking, providing technical and economic data, and helping to disposition comments to rulemakings;
- Helping to develop strategies for technology transfer of aviation-related research and development products to the aviation community in a manner that optimizes their transfer and optimizes the benefits resulting from their transfer; and
- Setting up criteria for upgrading and developing enhanced wiring inspection procedures for use by manufacturers of small transport airplanes.

The meeting is open to the public; however, attendance will be limited by the size of the meeting room. The FAA will make the following services available if you request them by October 17, 2003:

- Teleconferencing;
- Sign and oral interpretation; and
- A listening device.

Individuals using the teleconferencing service and calling from outside the Washington, DC, metropolitan area will be responsible for paying long-distance charges. To arrange for any of these services, contact the person listed under the **FOR FURTHER INFORMATION CONTACT** heading of this notice.

The public may present written statements to the Committee by providing 20 copies to the Committee's Executive Director or by bringing the copies to the meeting. Public statements will be considered if time allows.

Issued in Washington, DC, on October 8, 2003.

Tony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 03-26030 Filed 10-10-03; 10:03 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA-2003-16299]

Notice of Request for the Extension of Currently Approved Information Collection

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to extend the following currently approved information collection:

Pre-Award and Post-Delivery Review Requirements.

DATES: Comments must be submitted before December 15, 2003.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the United States Department of Transportation, Central Dockets Office, PL-401, 400 Seventh Street, SW., Washington, DC 20590. All comments received will be available for examination at the above address from 10 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard/envelope.

FOR FURTHER INFORMATION CONTACT: *Pre-Award and Post-Delivery Review Requirements*—Pat Simpich, Office of Program Management (202) 366-1645.

SUPPLEMENTARY INFORMATION: Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) The necessity and utility of the information collection for the proper performance of the functions of the FTA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection.

Title: Pre-Award and Post-Delivery Review Requirements (*OMB Number:* 2132-0544)

Background: Under the Federal Transit Laws, at 49 U.S.C. 5323(l), grantees must certify that pre-award and post-delivery reviews will be conducted when using FTA funds to purchase

revenue service vehicles. FTA regulation 49 CFR part 663 implements this law by specifying the actual certificates that must be submitted by each bidder to assure compliance with the Buy America, contract specification, and vehicle safety requirements for rolling stock. The information collected on the certification forms is necessary for FTA grantees to meet the requirements of 49 U.S.C. 5323(l).

Respondents: State and local government, business or other for-profit institutions, non-profit institutions, and small business organizations.

Estimated Annual Burden on

Respondents: 4.32 hours for each of the 700 respondents.

Estimated Total Annual Burden:

3,024 hours.

Frequency: Annual.

Issued: September 17, 2003.

Rita L. Wells,

Associate Administrator for Administration.

[FR Doc. 03-26028 Filed 10-14-03; 8:45 am]

BILLING CODE 4910-57-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement for the Long Island Rail Road Huntington/Port Jefferson Branch Yard

AGENCY: Federal Transit Administration (FTA), U.S. Department of Transportation (DOT).

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA) and the Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) analyzing alternatives to meet LIRR's need to store electric train cars on the railroad's Huntington/Port Jefferson Branch in Suffolk County, New York. As required by the Record of Decision issued by the FTA on May 21, 2001, for the MTA LIRR East Side Access Project, the EIS will be tiered from the Final EIS issued for the East Side Access Project in March 2001. As stated in the Final EIS for the East Side Access project, under a tiered NEPA EIS approach, the lead agency focuses on the issues that are ripe for decision in the first-tier document and prepares further environmental analyses as elements of the subsequent actions become adequately defined.

FTA and MTA/LIRR are notifying interested parties of the intent to

prepare an EIS and inviting public participation in the study to identify a suitable site or sites to meet LIRR's existing and long-term storage needs on the Huntington/Port Jefferson Branch, east of Huntington between Huntington and Smithtown Stations. The new storage yard(s) will permit the LIRR to increase the number of electric train cars in operation on the Huntington/Port Jefferson Branch. Increased train cars will allow the LIRR to provide additional service to accommodate projected ridership growth, and provide new service to Grand Central Terminal as part of the LIRR's East Side Access Project, as well as to increase the number of electric train car spares to insure more reliable services.

DATES: The public is invited to make comments on the scope of the proposed project. Written comments should be sent to the LIRR by December 31, 2003. See **ADDRESSES** below. Scoping Meetings are scheduled as follows:

November 5, 2003

5 p.m.–9 p.m. (5–7 p.m. Information Open House; 7–9 p.m. Public Hearing), Kings Park High School, Route 25A, Kings Park, New York

November 6, 2003

5 p.m.–9 p.m. (5–7 p.m. Information Open House; 7–9 p.m. Public Hearing), Smithtown High School, 100 Central Road, Smithtown, New York

November 12, 2003

5 p.m.–9 p.m. (5–7 p.m. Information Open House; 7–9 p.m. Public Hearing), East Northport Middle School, South Auditorium, Fifth Avenue east of Larkfield Road, East Northport, New York

November 13, 2003

5 p.m.–9 p.m. (5–7 p.m. Information Open House; 7–9 p.m. Public Hearing), Huntington Intermediate School, 155 Lowndes Avenue, Huntington, New York

People with special needs should contact Peter Palamaro, Editorial Officer, at the LIRR at (718) 558–3809 or at the address below in advance of the meeting. The buildings are accessible to people with disabilities. A sign language interpreter will be available for the hearing impaired.

Scoping material will be available at the meeting(s) and may also be obtained in advance by contacting Peter Palamaro at the LIRR at (718) 558–3809 or at the MTA Web site at www.mta.info (click "MTA Home" then "Planning Studies" and "Port Jefferson Yard EIS").

ADDRESSES: Written comments on the project scope should be sent to Peter

Palamaro, Editorial Officer, LIRR, Public Affairs Department, Jamaica Station, Mail Code 0536, Jamaica, NY 11435. The scoping meetings will be held at the addresses listed above.

FOR FURTHER INFORMATION CONTACT: If you wish to be placed on the project mailing list to receive further information as the study develops, contact Peter Palamaro at the address and phone number above.

For further information you may also contact: Irwin Kessman, Director, Office of Planning and Project Development, Federal Transit Administration, Region II, One Bowling Green, Room 429, New York, NY 10004–1415; Telephone 212–668–2170.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA and LIRR invite all interested individuals and organizations, and federal, state, and local agencies to provide comments on the scope of study. During the scoping process, comments should focus on identifying specific social, economic, or environmental issues to be evaluated and suggesting alternatives, which may be less costly or may have lesser environmental impacts, while achieving the transportation objectives of increasing the LIRR's storage capacity on the Huntington/Port Jefferson Branch. Comments should focus on the issues and alternatives for analysis. Scoping materials will be available at the meetings or in advance by contacting Peter Palamaro at LIRR, as indicated above.

Following the scoping process, LIRR will conduct public outreach activities, including meetings with local agencies, organizations, and distribution of study fact sheets. Every effort will be made to ensure that the widest possible range of participants has the opportunity to attend outreach meetings. Meetings will be announced through mailings, notices, advertisements, press releases and at the MTA Web site at www.mta.info (click "MTA Home" then "Planning Studies" and "Port Jefferson Yard EIS").

II. Description of Study Area and Transportation Needs

The study area consists of the corridor along the LIRR's Huntington/Port Jefferson Branch between Huntington Station and Smithtown Station. The purpose of the study is to develop and evaluate a strategy or strategies to meet the LIRR's need for new storage capacity for electric train cars on the Huntington/Port Jefferson Branch, east of Huntington.

The LIRR has immediate as well as long-term storage needs for its electric

train fleet. This immediate need to store electric train equipment and to deal with storage capacity constraints is most evident in Huntington on the Huntington/Port Jefferson Branch. Due to the lack of car storage capacity to originate service, LIRR currently operates several a.m. peak trains to Huntington from its West Side Yard facility, and this will become increasingly impractical as service increases to Penn Station during the morning peak period. Presently, electric train storage on the Huntington/Port Jefferson Branch relies on a siding, east of Huntington Station, with a three-train capacity that is already inadequate for current train storage.

Within the next 10 years, there will be an additional need for storage capacity on LIRR's Huntington/Port Jefferson Branch as a result of planned electric car fleet expansion and associated service improvements. The LIRR, in its efforts to meet increased passenger demands, projected ridership growth and reduce standees, as well as increase availability of spare cars during service or maintenance, plans to increase its electric fleet by up to 40 percent over the same 10 years. This will ensure that the demand for service can be met in the long term. With respect to future weekday a.m. peak hour ridership, the Huntington/Port Jefferson Branch is projected to have an increase of over 16,000 daily AM peak riders over the next 20-years. This growth accounts for 35-percent of systemwide growth over this time period.

In addition, LIRR's future East Side Access Project, with LIRR service to Grand Central Terminal to be implemented by 2012, will also increase electric train service on the Huntington/Port Jefferson Branch. Because the existing LIRR system does not have adequate storage capacity for the new electric cars, the planned service improvements on the Huntington/Port Jefferson Branch cannot be made unless additional space is obtained for storage of electric train cars on this branch.

III. Alternatives

All reasonable alternatives will be evaluated in the EIS, including a No Build Alternative, which will provide the basis for comparison of the build alternatives. The LIRR will identify alternative sites at which new electric rail car storage could be accommodated and analyze environmental and community impacts, operational factors, cost, and ability to meet the LIRR's long-term electric rail car storage needs for each alternative. It should be noted that third rail power will have to be extended to service any new yard east

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

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. 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

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.¹ 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].² In support, Almono

¹ 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.

² Almono also seeks a waiver or exemption from various prefiling 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.