

configuration or correct design deficiencies.

At a minimum, the current project will examine three build alternatives that were identified in the Expanded Project Proposal (EOO). Build Alternative 1 would correct deficiencies on the existing bridges in the study area that would provide small changes to the physical configuration of the roadway. The alternative would not mitigate the problems related to traffic operations and safety. Build Alternatives 2 and 3 propose significant roadway modifications, including new and/or relocated ramp connections at the LIE-GCP interchange, improvements at the intersection of College Point Boulevard and the LIE service roads, and rehabilitation of existing bridges. Both Alternatives 2 and 3 will address the traffic operations and safety problems.

To ensure the full range of issues related to the proposed action are identified and addressed, a series of scoping activities will be conducted. Specific activities will include coordination with involved agencies; briefings and elected officials, community boards, and community groups. A Public Scoping Meeting is scheduled for Wednesday, May 5, 2004, at 6:30 p.m. at the Forest Hills High School Auditorium, 67-01 110 Street, Forest Hills, NY 11375. Information about the Scoping Meeting, including location, and agenda, will be provided through media releases and another notifications to interested groups. The meeting will provide the public with information about the project and an opportunity to assist in formulating the scope of the environmental studies to be conducted in the DEIS. Comments are invited from all interested parties. Oral and written comments on the project and the scope of the DEIS will be accepted at the meeting; comments can also be submitted in writing by mail or e-mail up to 30 days after the date of the scoping meeting. All written comments received by that date will be included in the official record of the meeting. Comments or questions concerning this proposed action and the DEIS should be directed to NYSDOT or FHWA at the addresses above.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, local agencies and to private organizations and citizens who have previously expressed interest in this proposal. A series of public information meetings will be held in Queens County, New York between July 2004 and April 2006. In addition, a Public Hearing will be held after publication of the DEIS to obtain comments on the document.

Public notice will be given of the time and place of the DEIS Public Hearing.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities, apply to this program.)

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Robert Arnold,

Division Administrator, Federal Highway Administration, Albany, New York.

[FR Doc. 04-5622 Filed 3-11-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. MC-F-21005]

Coach USA, Inc.—Intra-Corporate Family Transaction Exemption

Coach USA, Inc. (Coach), a noncarrier, has filed a verified notice of exemption under the Board's class exemption procedures at 49 CFR 1182.9. Under the proposed transaction, Coach will transfer equal shares of Coach USA Administration, Inc. (Coach Administration), a noncarrier subsidiary of Coach that is incorporated in Nevada, to two United Kingdom (UK) entities, SCUSI Limited and SCOTO Limited, noncarriers that currently are general partners in Stagecoach Nevada, Coach's current immediate parent company. Subsequently, Stagecoach Nevada will transfer its shares in Coach to Coach Administration. Thereafter, SCOTO Limited will transfer all of its Coach Administration shares to SCUSI Limited. As a result of the transaction, the structure of Coach will be simplified, leaving SCUSI Limited as the owner of Coach Administration which will be the sole immediate owner of Coach.

The transaction is scheduled to be consummated on March 10, 2004.¹

The purpose of the transaction is to adjust the current debt levels of Coach to a more sustainable level and to concentrate the holdings of the shares of Coach into a single noncarrier UK entity, thereby creating a simpler single direct holding in the United States.

This is a transaction within a corporate family of the type specifically exempted from prior review and

¹ In its verified notice, Coach initially proposed consummation on February 19, 2004, the effective date of the exemption (7 days after the exemption was filed). By letter filed on March 2, 2004, Coach states that the closing date for the transaction was rescheduled to March 10, 2004.

approval under 49 CFR 1182.9. Coach states that the transaction will not result in adverse changes to the subsidiary motor companies' service levels, significant operational changes, or a change in the competitive balance with motor passenger carriers outside the corporate family. Coach also states that, to consummate this transaction, it will enter into (1) a Stock Purchase Agreement to sell its shares in Coach Administration to SCUSI Limited and SCOTO Limited, and (2) an Assignment and Assumption Agreement and First Amendment to Loan Facility, in which Coach, as the lender, allows the change in the identity of the borrower under the Loan Facility from Stagecoach Nevada to Coach Administration. Coach further states that the motor passenger carriers involved in this transaction will remain unchanged by these transactions and that these transactions will have no effect upon Coach employees or the employees of the motor passenger carriers owned by Coach.

If the verified notice contains false or misleading information, the Board shall summarily revoke the exemption and require divestiture. Petitions to revoke the exemption under 49 U.S.C. 13541(d) may be filed at any time. See 49 CFR 1182.9(c).

An original and 10 copies of all pleadings, referring to STB Docket No. MC-F-21005, 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 David H. Coburn, Steptoe & Johnson LLP, 1330 Connecticut Avenue, NW., Washington, DC 20036.

Board decisions and notices are available on our Web site at www.stb.dot.gov.

Decided: March 4, 2004.

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

Vernon A. Williams,
Secretary.

[FR Doc. 04-5381 Filed 3-11-04; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34478]

Union Pacific Railroad Company—Temporary Trackage Rights Exemption—The Burlington Northern and Santa Fe Railway Company

The Burlington Northern and Santa Fe Railway Company (BNSF) has agreed to grant temporary overhead trackage

rights to Union Pacific Railroad Company (UP) over a BNSF rail line between BNSF milepost 5.7 near Villard Junction, WA, and BNSF milepost 11.98 near Lakeside Junction, WA, a distance of approximately 139.3 miles.¹

The transaction was scheduled to be consummated on March 1, 2004, and the authorization is expected to expire on or about March 29, 2004. The purpose of the temporary rights is to facilitate maintenance work on UP lines.

As a condition to this exemption, any employees affected by the temporary trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980), *aff'd sub nom. Railway Labor Executives' Ass'n v. United States*, 675 F.2d 1248 (D.C. Cir. 1982).

This notice is filed under 49 CFR 1180.2(d)(8). If it 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. 34478, 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 Robert T. Opal, 1416 Dodge St., Room 830, Omaha, NE 68179.

Board decisions and notices are available on our Web site at www.stb.dot.gov.

Decided: March 4, 2004.

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

Vernon A. Williams,
Secretary.

[FR Doc. 04–5380 Filed 3–11–04; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34468]

Atlantic Western Transportation, Inc.— Continuance in Control Exemption— Georgia Midland Railroad, Inc.

Atlantic Western Transportation, Inc. (AWT), a noncarrier, has filed an amended notice of exemption to

continue in control of Georgia Midland Railroad, Inc. (GMR), upon GMR's becoming a rail carrier.

The transaction was expected to be consummated on or after February 19, 2004 (7 days after the amended notice was filed).

This transaction is related to the concurrently filed amended notices of exemption in: (1) STB Finance Docket No. 34466, *Georgia Midland Railroad, Inc.—Acquisition and Operation Exemption—Ogeechee Railway Company*, wherein Ogeechee Railway Company (ORC) seeks to sublease to GMR three rail line segments that do not connect with each other totaling 78.06 miles; and (2) STB Finance Docket No. 34467, *Heart of Georgia Railroad, Inc.—Acquisition and Operation—Rail Line of Ogeechee Railway Company*, wherein ORC seeks to sublease a 42.4-mile rail line between Midville and Vidalia, GA, to Heart of Georgia Railroad, Inc. (HOG). AWT also currently controls HOG, a Class III rail carrier, which operates a rail line between Vidalia, GA, and Mahrt, AL, a distance of approximately 177.76 miles.

AWT states that: (1) The railroads do not connect with each other or any railroad in their corporate family; (2) the continuance in control is not part of a series of anticipated transactions that would connect the railroads with each other or any railroad in their corporate family; and (3) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Accordingly, the Board may not impose labor protective conditions here, because all of the carriers involved are Class III carriers.

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. 34468, 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 www.stb.dot.gov.

Decided: March 4, 2004.

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

Vernon A. Williams,
Secretary.

[FR Doc. 04–5366 Filed 3–11–04; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34466]

Georgia Midland Railroad, Inc.— Acquisition and Operation Exemption—Ogeechee Railway Company

Georgia Midland Railroad, Inc. (GMR), a noncarrier, has filed an amended notice of exemption to acquire by sublease from Ogeechee Railway Company (ORC) and operate the following lines: (1) The Perry line between (a) milepost 90.44–FV at or near Roberta, GA, and milepost 105.30–FV at or near Fort Valley, GA, a distance of approximately 14.86 miles; and (b) between milepost N219.70 at or near Fort Valley, GA, and milepost 232.60 at or near Perry, GA, a distance of approximately 12.9 miles; (2) the Metter line between milepost W–57.50 at or near Dover, GA, and milepost W–86.70 at or near Metter, GA, a distance of approximately 29.2 miles; and (3) the Sylvania line between milepost SA–36.4 at or near Ardmore, GA, and milepost SA–57.5 at or near Sylvania, GA, a distance of approximately 21.1 miles. ORC leases these lines from the State of Georgia Department of Transportation (GaDOT). ORC and GMR state that they have reached an agreement regarding this transaction and have taken steps to obtain GaDOT's consent to the proposed sublease and operation.

The transaction was scheduled to be consummated on or after February 19, 2004 (7 days after the amended notice was filed).

This transaction is related to two concurrently filed amended verified notices of exemption in: (1) STB Finance Docket No. 34467, *Heart of Georgia Railroad, Inc.—Acquisition and Operation Exemption—Rail Line of Ogeechee Railway Company*, wherein ORC seeks to sublease to Heart of Georgia Railroad, Inc. (HOG) a 42.4-mile rail line between Midville and Vidalia, GA; and (2) STB Finance Docket No.

¹ The trackage rights involve BNSF subdivisions with non-contiguous mileposts. Therefore, total mileage does not correspond to the milepost designations of the endpoints.