

6th Street, San Bernardino, CA 92401, on February 9, 2005, at 5:30 p.m. Details of the public scoping meetings will be advertised in local newspapers and other media. An interagency scoping meeting will be held on February 17, 2005 at 1:30 p.m. (See **ADDRESSES** below). Written comments on the scope of the studies may be sent to Rohan Kuruppu, Director of Planning, Omnitrans within forty-five days of the meeting dates (See **ADDRESSES** below).

**ADDRESSES:** Written comments on the project should be sent to Rohan Kuruppu, Director of Planning, Omnitrans, Omnitrans Metro Facility, 1700 West Fifth Street, San Bernardino, CA 92411. The interagency scoping meeting will be held on February 17, 2005 at 1:30 p.m. at Southern California Association of Governments (SCAG), 818 West Seventh Street, 12th Floor, Los Angeles, CA, 90017. All scoping meetings will be held in facilities meeting the requirements of Americans with Disabilities Act.

#### **SUPPLEMENTARY INFORMATION:**

##### **I. Notice of Intent**

The Notice of intent is to prepare an Alternatives Analysis leading to an Environmental Impact Statement and is being published at this time to advise interested parties of the study and invite their participation. FTA regulations and guidance in accordance with the National Environmental Policy Act will be used in the analysis and preparation of the E Street Corridor studies.

##### **II. Scoping**

The FTA, Omnitrans, SANBAG, SCAG and other public entities invite comments both at the public meetings listed above and in writing for a period of 45 days following the date of the meetings. Comments should focus on identifying specific social, economic, or environmental concerns to be addressed, the types of alternatives to be considered as well as the scope and impacts of the alternatives.

If you wish to be placed on a mailing list to receive further information as the study progresses, contact Rohan Kuruppu at Omnitrans, 1700 West Fifth Street, San Bernardino, CA 92411.

##### **III. Study Area**

The study area is approximately 14 miles long, extending from California State University on the north to the City of Loma Linda on the south generally following Kendall Drive, E Street, Hospitality Lane and then south crossing under I-10 on one of three alternative alignments.

##### **IV. Purpose and Need**

Numerous key deficiencies and needs have been identified in the E Street Corridor. Existing transit services are slower than auto travel. Given that the corridor has high transit dependency and an aging population, this translates into reduced mobility for many residents. It also results in low usage by choice riders, particularly during lunchtime and mid-day periods. The corridor is in need of a catalyst to help accelerate revitalization efforts that have not yet been successful. Depressed economic conditions in the central corridor creates a disconnect of development between south and north. Portions of the corridor are viewed as unsafe. Scheduling of existing transit routes is difficult because of the potential for delays, particularly crossing the I-10 Freeway. This problem will get much worse as population and employment grow. Parking capacity is also a problem at the university and hospital campuses.

The purpose of the project is to mitigate the deficiencies identified above. Alternative transit scenarios to be evaluated must be designed to address the corridor's deficiencies and needs. Therefore each alternative will be designed to meet the following project goals:

- Enhance Mobility and Accessibility;
- Encourage Economic Growth and Redevelopment;
- Improve Transit Operations; and
- Provide a Cost Effective Solution.

##### **V. Alternatives**

As provided in the FTA major investment project development process, this Alternatives Analysis will focus on narrowing a range of conceptual alternatives to a manageable number to carry forward into detailed analysis. Conceptual alternatives to be considered may include:

- A No Action Alternative, including only existing and committed projects and services;
- A Transportation Systems Management (TSM) alternative that will include existing and committed projects, the most recent Omnitrans Short Range Transit Plan and other non capital improvements;
- One or more Bus Rapid Transit (BRT) alternatives in the E Street Corridor, with major improvements in the corridor; and
- A Light Rail Transit (LRT) alternative.

##### **VI. Probable Effects**

The purpose of the EIS is to fully disclose the environmental

consequences of building and operating a premium transit system in the E Street Corridor in advance of any decisions to commit substantial financial or other resources towards its implementation. The Environmental Impact Statement will allow the project sponsors to evaluate the projects potential for significant adverse impacts during construction and operation and to identify feasible mitigation measures for those impacts. The specific analyses that would take place are land use, neighborhood character, social conditions and displacement, visual and aesthetic considerations, historic resources, archaeological resources, transit, traffic, parking, air quality, noise and vibration, energy, hazardous materials, water quality, natural resources, construction and construction impacts, cumulative impacts and environmental justice.

Depending on the outcome of the scoping process and the analysis of conceptual alternatives, a Locally Preferred Alternative (LPA) will be selected and evaluated in the Draft EIS. The Draft EIS will be prepared simultaneously with Preliminary Engineering for the project, including station and alignment options. The Draft EIS process will address the potential use of federal funds for the proposed action, as well as assess the social, economic, and environmental impacts of the station and alignment alternatives. Station designs and any alignment options will be refined to minimize and mitigate any adverse impacts.

##### **VII. FTA Procedures**

After publication, the Draft EIS will be available for public and agency review and comment, and a public hearing will be held. Based on the Draft EIS and comments received, the LPA may be refined, and Omnitrans will further assess the LPA in the Final EIS and will apply for FTA approval to initiate Final Design of the LPA.

Issued on: January 12, 2005.

**Edward Carranza, Jr.,**

*Acting Regional Administrator.*

[FR Doc. 05-1154 Filed 1-19-05; 8:45 am]

**BILLING CODE 4910-57-P**

#### **DEPARTMENT OF TRANSPORTATION**

##### **Maritime Administration**

[Docket No. 2005-20093]

##### **Requested Administrative Waiver of the Coastwise Trade Laws**

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel EAT EM UP II.

**SUMMARY:** As authorized by Public Law 105-383 and Public Law 107-295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket 2005-20093 at <http://dms.dot.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Public Law 105-383 and MARAD's regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR part 388.

**DATES:** Submit comments on or before February 22, 2005.

**ADDRESSES:** Comments should refer to docket number MARAD-2005 20093. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Michael Hokana, U.S. Department of Transportation, Maritime Administration, MAR-830 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-0760.

**SUPPLEMENTARY INFORMATION:** As described by the applicant the intended service of the vessel "EAT EM UP II" is:

*Intended Use:* "Carry passengers and sport fishing with fish caught not being sold commercially."

*Geographic Region:* "Great Lakes (Lake Erie, Lake Huron, Lake Michigan, Lake Ontario)."

Dated: January 14, 2005.

By order of the Maritime Administrator.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. 05-1122 Filed 1-19-05; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number 2005-20090]

#### Requested Administrative Waiver of the Coastwise Trade Laws

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel NORTHERN LIGHTS.

**SUMMARY:** As authorized by Public Law 105-383 and Public Law 107-295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket 2005-20090 at <http://dms.dot.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Public Law 105-383 and MARAD's regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR part 388.

**DATES:** Submit comments on or before February 22, 2005.

**ADDRESSES:** Comments should refer to docket number MARAD-2005 20090. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except Federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Michael Hokana, U.S. Department of Transportation, Maritime Administration, MAR-830 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-0760.

**SUPPLEMENTARY INFORMATION:** As described by the applicant the intended service of the vessel NORTHERN LIGHTS is:

*Intended Use:* The vessel will be used for passenger service including sightseeing, parties, corporate and social events, sunset cruises, weekend and weekly charters.

*Geographic Region:* Coastwise along the east coast. New England summers and Florida in the winter months. ME, NH, MA, RI, VT, CT, NY, NJ, DE, VA, NC, SC, GA, FL.

Dated: January 14, 2005.

By order of the Maritime Administrator.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. 05-1124 Filed 1-19-05; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number 2005-20092]

#### Requested Administrative Waiver of the Coastwise Trade Laws

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel PARROT HEAD.

**SUMMARY:** As authorized by Public Law 105-383 and Public Law 107-295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build