

*Brief Description of Project Partially Approved For Collection at ISP and Use at ISP:* Improvements to security and emergency systems.

*Determination:* The security offices in the east concourse and upper level conference/situation rooms have been determined to be ineligible due to the lack of endorsement by the Transportation Security Administration. In addition, the project cost for the

central command dispatch center was reduced from that requested because the office equipment was determined to be ineligible.

*Brief Description of Disapproved Project:* Runway 6/24 safety area enhancements.

*Determination:* Based on the FAA runway safety area determination, the proposed project would not be economical and practical for runway 6/

24 between the existing runway safety area and the FAA-standard runway safety area.

Runway 10/28 rehabilitation.

*Determination:* This runway was determined to be ineligible.

*Decision Date:* June 29, 2005.

**FOR FURTHER INFORMATION CONTACT:** Dan Vornea, New York Airports District Office, (516) 227-3812.

#### AMENDMENTS TO PFC APPROVALS

Amendment No. city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
92-01-C-01-GTF, Great Falls, MT .....	04/04/05	\$3,010,900	\$3,059,263	07/01/02	07/01/02
93-02-U-01-GTF, Great Falls, MT .....	04/04/05	NA	NA	07/01/02	07/01/02
98-03-C-04-DSM, Des Moines, IA .....	04/21/05	12,782,783	12,882,783	05/01/04	05/01/04
03-06-C-01-DSM, Des Moines, IA .....	04/21/05	8,543,039	11,060,000	04/01/08	04/01/08
94-01-C-01-RKS, Rock Springs, WY .....	04/05/05	332,500	382,300	01/01/06	01/01/07
*95-01-C-05-MCI, Kansas City, MO .....	04/26/05	300,111,676	295,096,669	07/01/13	02/01/12
99-02-C-04-MCI, Kansas City, MO .....	04/26/05	9,556,186	9,556,186	03/01/14	07/01/12
00-03-C-02-MCI, Kansas City, MO .....	04/26/05	63,402,166	63,402,166	10/01/17	11/01/14
00-02-C-01-DEN, Denver, CO .....	06/08/05	211,990,000	80,386,000	09/01/30	02/01/29
02-05-C-01-GRB, Green Bay, WI .....	06/08/05	23,319,000	37,216,486	01/01/16	10/01/20
95-03-C-06-MKE, Milwaukee, WI .....	06/08/05	42,613,864	42,739,428	12/01/04	12/01/04
02-07-C-02-MKE, Milwaukee, WI .....	06/08/05	22,885,818	24,453,678	03/1/17	11/01/17
96-02-C-01-TEX, Telluride, CO .....	06/27/05	786,773	778,287	05/01/01	06/01/01
94-01-C-03-ISP, Islip, NY .....	06/27/05	21,221,043	21,956,043	08/01/05	09/01/05
00-06-C-03-MKE, Milwaukee, WI .....	06/29/05	107,395,131	116,372,706	10/01/17	11/01/14
02-02-C-02-BFD, Bradford, PA .....	06/30/05	337,179	329,504	12,01/09	07/01/13

**Note:** The amendment denoted by an asterisk (\*) includes a change to the PFC level charged from \$3.00 per enplaned passenger to \$4.50 per enplaned passenger. For Kansas City, MO, this change is effective on August 1, 2005.)

Dated: Issued in Washington, DC, on November 23, 2005.

**Joe Hebert,**

Manager, Financial Analysis and Passenger Facility Charge Branch.

[FR Doc. 05-23480 Filed 11-29-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2005-22727]

#### Qualification of Drivers; Exemption Applications; Vision

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of applications for exemption from the vision standard; request for comments.

**SUMMARY:** This notice announces FMCSA's receipt of applications from 22 individuals for an exemption from the vision requirement in the Federal Motor Carrier Safety Regulations. If granted, the exemptions will enable these individuals to qualify as drivers of commercial motor vehicles (CMVs) in interstate commerce without meeting

the vision standard prescribed in 49 CFR § 391.41(b)(10).

**DATES:** Comments must be received on or before December 30, 2005.

**ADDRESSES:** You may submit comments by any of the following methods. Please label your comments with DOT DMS Docket Number FMCSA-2005-22727.

- Web site: <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- Fax: 1-202-493-2251.
- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

• Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

All submissions must include the agency name and docket number for this notice. Note that all comments received will be posted without change to <http://dms.dot.gov>, including any personal information provided. To read background documents or comments received, go to <http://dms.dot.gov> or to Room PL-401 on the plaza level of the

Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Dr. Mary D. Gunnels, Chief, Physical Qualifications Division, (202) 366-4001, FMCSA, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001. Office hours are from 8 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

**Public Comments:** The DMS is generally available 24 hours each day, except when announced system maintenance requires a brief interruption in service. You can get electronic submission and retrieval help guidelines under the "help" section of the DMS web site. If you want us to notify you that we received your comments, please include a self-addressed, stamped envelope or postcard. An acknowledgement page appears after submitting comments online and can be printed to document submission of comments.

**Privacy Act:** Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the

comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the Department of Transportation's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

## Background

Under 49 U.S.C. 31315 and 31136(e), FMCSA may grant an exemption for a 2-year period if it finds "such exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption." FMCSA can renew exemptions at the end of each 2-year period. The 22 individuals listed in this notice each have requested an exemption from the vision requirement in 49 CFR 391.41(b)(10), which applies to drivers of CMVs in interstate commerce. Accordingly, the agency will evaluate the qualifications of each applicant to determine whether granting the exemption will achieve the required level of safety mandated by statute.

## Qualifications of Applicants

### *Kerry L. Baxter*

Mr. Baxter, 52, has had amblyopia in his left eye since birth. The best corrected visual acuity in his right eye is 20/25 and in the left, 20/200. His optometrist examined him in 2005 and noted, "In my professional opinion, Mr. Baxter has sufficient vision to perform the driving tasks required to operate a commercial motor vehicle." Mr. Baxter reported that he has driven tractor-trailer combinations for 31 years, accumulating 4.7 million miles. He holds a Class A CDL from Utah. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

### *Donald J. Bierwirth, Jr.*

Mr. Bierwirth, 35, has had amblyopia in his left eye since birth. The best corrected visual acuity in his right eye is 20/20 and in the left, 20/140. Following an examination in 2005, his optometrist noted, "In my medical opinion, Donald has sufficient vision to drive commercial vehicles safely." Mr. Bierwirth reported that he has driven straight trucks for 4 years, accumulating 180,000 miles. He holds a Class A CDL from Connecticut. His driving record for the last 3 years shows no crashes and one conviction for a moving violation—speeding—in a CMV. He exceeded the speed limit by 10 mph.

### *Arthur L. Bousema*

Mr. Bousema, 48, has had amblyopia in his right eye since childhood. The best corrected visual acuity in his right eye is 20/700 and in the left, 20/25. His optometrist examined him in 2005 and noted, "In my medical opinion you have sufficient vision to perform the driving tasks required to operate a commercial vehicle." Mr. Bousema reported that he has driven straight trucks for 30 years, accumulating 300,000 miles and tractor-trailer combinations for 30 years, accumulating 300,000 miles. He holds a Class A CDL from California. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

### *Curtis F. Caddy, III*

Mr. Caddy, 40, has had retinal detachment in his right eye since 2002. The best corrected visual acuity in his right eye is hand motion at 6 feet and in the left eye, 20/20. Following an examination in 2005, his ophthalmologist noted, "In my professional opinion, Mr. Caddy has sufficient vision to perform the visual tasks necessary for a commercial driver." Mr. Caddy reported that he has driven straight trucks for 18 years, accumulating 812,000 miles. He holds a Class B CDL from California. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

### *Paul D. Crouch*

Mr. Crouch, 52, has had a congenital cataract in his left eye since childhood. The best corrected visual acuity in his right eye is 20/20 and in the left, 20/200. Following an examination in 2005, his optometrist noted, "He has sufficient vision, in my opinion, to perform the driving tasks required to operate a commercial vehicle as he has displayed in the past." Mr. Crouch reported that he has driven straight trucks for 14 years, accumulating 72,000 miles. He holds a Class C operators license from Oregon. His driving record for the last 3 years shows no crashes or convictions for moving violation in a CMV.

### *Matthew Daggs*

Mr. Daggs, 45, lost his left eye due to a traumatic injury he sustained seven years ago. The best corrected visual acuity in his right eye is 20/20. His optometrist examined him in 2005 and noted, "In my opinion, the patient has sufficient vision to perform driving tasks required to operate a commercial vehicle." Mr. Daggs reported that he has driven straight trucks for 18 years, accumulating 387,000 miles and tractor-trailer combinations for 15 years,

accumulating 30,000 miles. He holds a Class A CDL from Missouri. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

### *Donald R. Date, Jr.*

Mr. Date, 42, has had amblyopia in his right eye since childhood. The best corrected visual acuity in his right eye is 20/200 and in the left, 20/20. Following an examination in 2005, his optometrist noted, "I certify that Mr. Date has sufficient vision to perform the driving tasks required to operate a commercial vehicle." Mr. Date reported that he has driven straight trucks for 20 years, accumulating 200,000 miles and tractor-trailer combinations for 17 years, accumulating 765,000 miles. He holds a Class A CDL from Maryland. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

### *Douglas M. Fuller*

Mr. Fuller, 55, is blind in his right eye due to a retinal detachment that occurred in 1993. The best corrected visual acuity in his left eye is 20/20. Following an examination in 2005, his optometrist noted, "In my opinion, Mr. Fuller has sufficient vision to operate a commercial vehicle." Mr. Fuller reported that he has driven straight trucks for 38 years, accumulating 1.9 million miles, and tractor-trailer combinations for 15 years, accumulating 600 miles. He holds a Class A CDL from Illinois. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

### *Michael Grzybowski*

Mr. Grzybowski, 39, has had refractive amblyopia in his right eye since birth. The best corrected visual acuity in his right eye is light perception and in the left, 20/20. His optometrist examined him in 2005 and noted, "This patient has sufficient vision to perform driving tasks required to operate a commercial vehicle." Mr. Grzybowski reported that he has driven straight trucks for 20 years, accumulating one million miles. He holds a Class C operator's license from Maryland. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

### *David L. Jones*

Mr. Jones, 60, has had amblyopia in his left eye since birth. The best corrected visual acuity in his right eye is 20/20 and in the left, 20/200. Following an examination in 2005, his optometrist noted, "Because this has been a lifelong condition, Mr. Jones

functions well with his situation and can perform his commercial driving tasks with a standard visual correction." Mr. Jones reported that he has driven tractor-trailer combinations for 14 years, accumulating 823,000 miles. He holds a Class A CDL from Ohio. His driving record for the last 3 years shows no crashes and 2 convictions for moving violations—speeding—in a CMV. He exceeded the speed limit by 13 and 12 mph—and had one seat belt violation in a CMV.

*John E. Kimmet*

Mr. Kimmet, 35, has had amblyopia in his left eye since childhood. The best corrected visual acuity in his right eye is 20/20 and in the left, 20/200. His optometrist examined him in 2005 and noted that "Mr. Kimmet's condition seems stable and he has adapted very well for his visual requirements. Visually he seems functional to fulfill the demands of a CMV license." Mr. Kimmet reported that he has driven straight trucks for 4 years, accumulating 110,000 miles. He holds a Class B CDL from Washington. His driving record for the last 3 years shows no crashes and one conviction for a moving violation—failure to obey a traffic sign—in a CMV.

*Jason L. Light*

Mr. Light, 26, has an aphakia right eye, as a result of an injury that occurred when he was 15 years old. The best corrected visual acuity in his right eye is count-finger-vision at 3 feet and in the left, 20/20. His optometrist examined him in 2005 and noted, "Mr. Light has sufficient vision to perform driving tasks, and operate commercial vehicles." Mr. Light reported that he has driven straight trucks for 3 years, accumulating 88,000 miles and tractor-trailer combinations for 2½ years, accumulating 5,000 miles. He holds a Class A CDL from Washington. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

*Douglas J. Mauton*

Mr. Mauton, 56, has had retinal vein occlusion in his left eye since 1996. The best corrected visual acuity in his right eye is 20/20 and in the left, count-finger-vision at 5 feet. Following an examination in 2005, his optometrist noted, "In my medical opinion, Mr. Mauton has sufficient vision to perform the driving tasks required to operate a commercial vehicle." Mr. Mauton reported that he has driven straight trucks for 30 years, accumulating 3,000 miles and tractor-trailer combinations for 25 years, accumulating 425,000 miles. He holds a Class A CDL from

Kansas. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

*Dennis L. Maxcy*

Mr. Maxcy, 47, has optic nerve damage in his left eye as a result of a childhood injury. The visual acuity in his right eye is 20/20 and in the left, peripheral vision only. Following an examination in 2005, his optometrist noted, "I feel Mr. Maxcy has sufficient vision to perform the driving tasks required to operate a commercial vehicle." Mr. Maxcy reported that he has driven straight trucks for 10 years, accumulating 450,000 miles. He holds a Class A CDL from New York. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

*Robert Mollicone*

Mr. Mollicone, 35, has an open globe injury from childhood and a retinal detachment, repaired 8 years ago, both in his left eye. The best corrected visual acuity in his right eye is 20/15 and in the left, 20/100. Following an examination in 2005, his ophthalmologist noted, "I certify in my medical opinion that Mr. Mollicone has sufficient vision to perform the driving tasks required to operate a commercial vehicle." Mr. Mollicone reported that he has driven straight trucks for 2 years, accumulating 60,000 miles and tractor-trailer combinations for 12 years, accumulating 280,000 miles. He holds a Class CA CDL from Michigan, which allows him to operate a vehicle with a gross weight of 26,001 pounds or more, as well as a vehicle with a gross weight of 26,001 pounds or less. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

*William P. Murphy*

Mr. Murphy, 65, has had amblyopia in his right eye since birth. The best corrected visual acuity in his right eye is 20/80 and in the left, 20/20. Following an examination in 2005, his ophthalmologist noted, "In my medical opinion, William Murphy has sufficient vision to perform the driving tasks required to operate a commercial vehicle." Mr. Murphy reported that he has driven straight trucks for 44 years, accumulating 1.8 million miles and tractor-trailer combinations for 17 years, accumulating 510,000 miles. He holds a Class A CDL from Texas. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

*John V. Nehls*

Mr. Nehls, 53, has had refractive amblyopia in his left eye since birth. The best corrected visual acuity in his right eye is 20/15 and in the left, 20/200. Following an examination in 2005, his optometrist noted, "In my medical opinion, Mr. Nehls has sufficient vision to operate a commercial vehicle." Mr. Nehls reported that he has driven tractor-trailer combinations for 32 years, accumulating 4 million miles. He holds a Class A CDL from South Dakota. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

*Dean B. Ponte*

Mr. Ponte, 37, has had amblyopia in his left eye since childhood. The best corrected visual acuity in his right eye is 20/15 and in the left, 20/60. Following an examination in 2005, his optometrist noted, "It is my opinion that he has sufficient vision to operate a commercial vehicle." Mr. Ponte reported that he has driven straight trucks for 15 years, accumulating 300,000 miles and tractor-trailer combinations for 3 years, accumulating 90,000 miles. He holds a Class A CDL from Massachusetts. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

*John P. Rodrigues*

Mr. Rodrigues, 58, has had amblyopia in his right eye since childhood. The best corrected visual acuity in his right eye is 20/100 and in the left, 20/20. Following an examination in 2005, his optometrist noted, "It is my medical opinion that Mr. Rodrigues has sufficient vision to operate a commercial vehicle." Mr. Rodrigues reported that he has driven straight trucks for 20 years, accumulating 1 million miles and tractor-trailer combinations for 20 years, accumulating 1.5 million miles. He holds a Class A CDL from Texas. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

*Paul D. Schnautz*

Mr. Schnautz, 57, has had a central scotoma in his left eye since childhood. The best corrected visual acuity in his right eye is 20/20 and in the left, 20/400. His optometrist examined him in 2005 and noted, "It is my opinion, Mr. Schnautz has sufficient vision to perform the driving tasks required to operate a commercial vehicle." Mr. Schnautz reported that he has driven straight trucks for 14 years, accumulating 560,000 miles, and

tractor-trailer combinations for 38 years, accumulating 3 million miles. He holds a Class A CDL from Texas. His driving record for the last 3 years shows no crashes and one conviction—failure to use his seat belt properly—in a CMV.

*Robert A. Sherry*

Mr. Sherry, 48, has had amblyopia in his right eye since childhood. The best corrected visual acuity in his right eye is 20/400 and in the left, 20/15. His optometrist examined him in 2005 and noted “Uncorrected visual acuity meets criteria to operate a commercial vehicle.” Mr. Sherry reported that he has driven straight trucks for 5 years, accumulating 25,000 miles and tractor-trailer combinations for 30 years, accumulating 1.95 million miles. He holds a Class A CDL from Pennsylvania. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

*Thomas E. Voyles, Jr.*

Mr. Voyles, 53, has had histoplasmosis retinitis in his left eye since 1999. The best corrected visual acuity in his right eye is 20/15 and in the left, count-finger-vision at 10 feet. His optometrist examined him in 2005 and noted “It is my opinion that Thomas E. Voyles, Jr. has adequate vision to safely operate a commercial motor vehicle.” Mr. Voyles reported that he has driven straight trucks for 30 years, accumulating 150,000 miles. He holds a Class M chauffeur license from Indiana. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

Issued on: November 21, 2005.

**Rose A. McMurray,**

*Associate Administrator, Policy and Program Development.*

[FR Doc. 05-23490 Filed 11-29-05; 8:45 am]

**BILLING CODE 4910-EX-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 new Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for emergency

processing. The Maritime Administration (MARAD) is requesting approval of this collection for the period December 9, 2005 to September 30, 2006. With this one-time survey, MARAD has made a concerted effort to keep the burden on the public to an absolute minimum.

**DATES:** Comments must be submitted on or before December 30, 2005.

**FOR FURTHER INFORMATION CONTACT:**

Gilda Lee, Maritime Administration, 400 Seventh Street Southwest, Washington, DC 20590. Telephone: 202-366-3971; FAX: 202-366-3746; or E-MAIL: *gilda.lee@dot.gov*. Copies of this collection also can be obtained from that office.

**SUPPLEMENTARY INFORMATION:** Maritime Administration (MARAD).

*Title:* Great Lakes/St. Lawrence Seaway Survey for the New Cargoes/ New Vessels Study.

*OMB Control Number:* 2133-NEW.

*Type of Request:* Emergency approval of a one-time collection.

*Affected Public:* Great Lakes/St. Lawrence Seaway shippers.

*Forms:* Great Lakes/St. Lawrence Seaway System Shipper Survey (Un-numbered)

*Abstract:* The United States and Canada are jointly undertaking a multi-year assessment of the Great Lakes/St. Lawrence Seaway (GLSLS) System. This assessment will evaluate the ongoing maintenance and long-term capital requirements to ensure the GLSLS system is a competitive, reliable and sustainable component of North America's transportation infrastructure.

*Annual Estimated Burden Hours:* 433 hours.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street Northwest, 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 November 23, 2005.

**Murray A. Bloom,**

*Acting Secretary, Maritime Administration.*

[FR Doc. 05-23477 Filed 11-29-05; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-33 (Sub-No. 228X)]

#### Union Pacific Railroad Company— Abandonment Exemption—in Imperial County, CA

Union Pacific Railroad Company (UP) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon segments of the Holtville Industrial Lead from milepost 711.90 near El Centro to milepost 703.26 at Holtville, and from milepost 702.72 to milepost 703.46 near Holtville, for a total distance of 9.38 miles, in Imperial County, CA.<sup>1</sup> The line traverses United States Postal Service Zip Codes 92243, 92244, and 92250.

UP has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

<sup>1</sup> In 1995, Southern Pacific Transportation Company (SPT) was granted authority to discontinue rail service on the line. See *Southern Pacific Transportation Company—Discontinuance of Service Exemption—in Imperial County, CA*, Docket No. AB-12 (Sub-No. 157X) (ICC served Nov. 3, 1995). The line became a line of UP on February 1, 1998, when SPT was merged into UP pursuant to the Board's decision in *Union Pacific/Southern Pacific Merger*, 1 S.T.B. 233 (1996).