

electrically powered, high-speed, steel-wheel-on-steel-rail technology, including contemporary safety, signaling, and automated train-control systems, with trains capable of operating up to 220 miles per hour (mph) over a fully graded-separated, dedicated double track alignment. The HST System is comprised of multiple sections, one of which is the Fresno to Bakersfield Section analyzed in the Supplemental Draft EIS.

This project-level EIS tiers off of the Statewide Program EIS published in 2005 and the Bay area to Central Valley Program EIS published in 2008 and builds on the earlier decisions and Program EISs. The Fresno to Bakersfield Section is comprised of a 114-mile dedicated, double-track high-speed passenger rail corridor between Fresno and Bakersfield, CA. The Project includes stations in downtown Fresno and Bakersfield, and a possible Kings/Tulare Regional Station in the vicinity of Hanford, CA. A heavy maintenance facility for assembly, testing, and commissioning of trains, train inspection and service, and train overhaul may be construction in the Fresno to Bakersfield Section.

In August 2011, FRA issued a Draft EIS and circulated the document for a 60-day public and agency review and comment period. The Draft EIS analyzed a no action alternative and various action alternatives for the construction and operation of the California HST Project Fresno to Bakersfield Section including alignment alternatives and station locations. FRA and Authority held three public hearings on the Draft EIS held in Fresno, Hanford, and Bakersfield on September 20, September 21, and September 22, 2011 respectively to collect public comments.

Based on substantive comments received during the public and agency review of the Draft EIS, the Authority and FRA decided to reintroduce alignment alternatives west of Hanford. In response to concerns raised by stakeholders in metropolitan Bakersfield, FRA and the Authority also decided to evaluate another alternative in Bakersfield (Bakersfield Hybrid Alternative) in an effort to minimize impacts to residential and community facilities. The FRA and Authority determined that the introduction of these new alternatives and refinements being considered for existing Fresno to Bakersfield route alternatives required preparation of a Supplemental Draft EIS under NEPA and a Revised Draft EIR under CEQA.

Consistent with the provisions of NEPA Section 102(2)(c) (42 U.S.C. 4321 *et seq.*), the Council on Environmental

Quality (CEQ) regulations implementing NEPA (40 CFR parts 1500 *et seq.*), FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999), the Supplemental Draft EIS describes the Project's purpose and need, identifies the reasonable range of alternatives including the no action alternative, evaluates the potential environmental effects associated with those alternatives, and identifies mitigation measures to minimize potential environmental effects.

Copies of the Supplemental Draft EIS are available online at FRA's Web site: www.fra.dot.gov; the Authority's Web site: www.cahighspeedrail.ca.gov; and are also available for viewing at the following locations near the planned rail system:

- Fresno County Public Library, Central Branch, Central Reference Department, 2420 Mariposa Street, Fresno, CA;
- Fresno County Public Library, Clovis Regional Library, 1155 Fifth Street, Clovis, CA;
- Fresno County Public Library, Laton Branch, 6313 DeWoody Street, Laton, CA;
- Kern County Library, Beale Memorial Library, 701 Truxtun Avenue, Bakersfield, CA;
- Kern County Library, Corcoran Branch, 1001 Chittenden Avenue, Corcoran, CA;
- Kern County Library, Delano Branch, 925 10th Avenue, Delano, CA;
- Kern County Library, Shafter Branch, 236 James Street, Shafter, CA;
- Kern County Library, Wasco Branch, 1102 7th Street, Wasco, CA;
- Kings County Library, Hanford Branch (Main Library), 401 N. Douty Street, Hanford, CA;
- Kings County Library, Lemoore Branch, 457 C Street, Lemoore, CA;
- Tulare County Library, Visalia Branch (Main Library), 200 West Oak Avenue, Visalia, CA; and
- Tulare Public Library, 475 North M Street, Tulare, CA.

Issued in Washington, DC, on September 7, 2012.

Corey Hill,

Director, Rail Project Development and Delivery.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35670]

**Iowa Traction Railway Company—
Acquisition and Operation
Exemption—Rail Line of Iowa Traction
Railroad Company**

Iowa Traction Railway Company (Iowa Railway), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Iowa Traction Railroad Company (Iowa Railroad) and to operate a 10.4-mile rail line extending from milepost 0.0 at Mason City to milepost 10.4 at Clear Lake in Cerro Gordo County, Iowa (the Line). Iowa Railway states that the acquisition and operation of the Line do not involve any interchange commitments.

In a related proceeding, Progressive Rail Incorporated has concurrently filed a verified notice of exemption to continue in control of Iowa Railway upon Iowa Railway's becoming a Class III rail carrier. *Progressive Rail Inc.—Continuance in Control Exemption—Iowa Traction Ry.*, Docket No. FD 35671.

The transaction may be consummated on or after September 30, 2012 (30 days after the notice of exemption was filed).

Iowa Railway certifies that its projected annual revenues as a result of this transaction do not exceed those that would qualify it as a Class III rail carrier and will not exceed \$5 million.

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 effectiveness of the exemption. Petitions to stay must be filed no later than September 21, 2012 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35670, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Thomas F. McFarland, 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: September 11, 2012.

By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Derrick A. Gardner,
Clearance Clerk.

[FR Doc. 2012-22694 Filed 9-13-12; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35671]

Progressive Rail Incorporated— Continuance in Control Exemption— Iowa Traction Railway Company

Progressive Rail Incorporated (PGR) has filed a verified notice of exemption pursuant to 49 CFR 1180.2(d)(2) to continue in control of Iowa Traction Railway Company (Iowa Railway) upon Iowa Railway's becoming a Class III rail carrier.

In a concurrently filed verified notice of exemption, Iowa Railway seeks Board approval to acquire from Iowa Traction Railroad Company (Iowa Railroad) and to operate a 10.4-mile rail line extending from milepost 0.0 at Mason City to milepost 10.4 at Clear Lake in Cerro Gordo County, Iowa (the Line). *Iowa Traction Ry.—Acquis. & Operation Exemption—Rail Line of Iowa Traction R.R.*, Docket No. FD 35670.

The transaction may be consummated on or after September 30, 2012 (the effective date of the exemption).

PGR is a Class III rail carrier currently operating rail lines in Minnesota and Wisconsin. PGR also controls Central Midland Railway Company, which operates in Missouri.

PGR certifies that: (1) The Line does not connect with any other railroads in the corporate family; (2) the transaction is not part of a series of anticipated transactions that would connect the Line with any other railroads in the corporate family; and (3) the transaction does not involve a Class I rail 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 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 effectiveness of the exemption. Stay petitions must be filed no later than September 21, 2012 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35671, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Thomas F. McFarland, 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: September 11, 2012.

By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Derrick A. Gardner,
Clearance Clerk.

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DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Agency Information Collection Activities: Proposed Information Collection; Submission for OMB Review

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995. Currently, the OCC is soliciting comment concerning a renewal of an existing collection titled "Customer Complaint Form." The OCC also is giving notice that it has submitted the collection to OMB for review.

DATES: You should submit written comments by: October 15, 2012.

ADDRESSES: You should direct all written comments to: Communications Division, Office of the Comptroller of the Currency, Mailstop 2-3, Attention: 1557-0232, 250 E Street SW., Washington, DC 20219. In addition, comments may be sent by fax to (202) 874-5274, or by electronic mail to

regs.comments@occ.treas.gov. You can inspect and photocopy the comments at the OCC, 250 E Street SW., Washington, DC 20219. You can make an appointment to inspect the comments by calling (202) 874-5043. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling (202) 874-4700. Upon arrival, visitors will be required to present valid government-issued photo identification and to submit to security screening in order to inspect and photocopy comments.

Additionally, you should send a copy of your comments to OCC Desk Officer, 1557-0232, by mail to U.S. Office of Management and Budget, 725 17th Street NW., #10235, Washington, DC 20503, or by fax to (202) 395-6974.

FOR FURTHER INFORMATION CONTACT: You can request additional information or a copy of the collection from Mary Gottlieb, (202) 874-5090, Legislative and Regulatory Activities Division (1557-0202), Office of the Comptroller of the Currency, 250 E Street SW., Washington, DC 20219.

SUPPLEMENTARY INFORMATION: On July 21, 2011, pursuant to the Dodd-Frank Wall Street Reform and Consumer Protection Act (Dodd-Frank Act),¹ the Bureau of Consumer Financial Protection (CFPB) was granted the authority to, among other things, supervise large banks and Federal savings associations with more than \$10 billion in assets for compliance with certain consumer protection laws. The CFPB's authority also includes the handling of consumer complaints related to those large financial companies.

Representatives from the OCC and the CFPB as well as the other FFIEC agencies have been meeting on a regular basis since the passage of the Dodd-Frank Act to establish policies and procedures to coordinate the processing of consumer complaints. The OCC will continue to process questions and complaints concerning consumer issues within the jurisdiction of the OCC through our Consumer Assistance Group (CAG), and will continue to forward misdirected complaints to the appropriate Federal or state regulator.

Title: Customer Complaint Form.

OMB Control No.: 1557-0232.

Description: The customer complaint form was developed as a courtesy for those who contact CAG at the OCC, and wish to file a formal, written complaint. The form, which is optional, helps

¹ See, Dodd-Frank Wall Street Reform and Consumer Protection Act, Public Law 111-203, 124 Stat. 1990, July 21, 2010 (Dodd-Frank).