

period of time. Electronic records are stored for an indefinite period of time.

SYSTEM MANAGER AND ADDRESS:

Director of Finance and Administration, Saint Lawrence Seaway Development Corporation, P.O. Box 520, 180 Andrews Street, Massena, N.Y. 13662-0520.

NOTIFICATION PROCEDURE:

Individuals may inquire, in writing, to the System manager.

RECORD ACCESS PROCEDURES:

Same as "Notification procedure."

CONTESTING RECORD PROCEDURES:

Same as "Notification procedure."

RECORD SOURCE CATEGORIES:

Information contained in this system would come from Saint Lawrence Seaway Development Corporation records.

EXEMPTIONS CLAIMED FOR THE SYSTEM:

None.

Dated: October 4, 2005.

Steven Lott,

Departmental Privacy Officer.

[FR Doc. 05-20399 Filed 10-11-05; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Draft Supplemental Environmental Impact Statement for US 411 Connector, Bartow County, GA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of availability.

SUMMARY: In compliance with the National Environmental Policy Act of 1969, the FHWA, in cooperation with the Georgia Department of Transportation (GDOT), have jointly prepared a Draft Supplemental Environmental Impact Statement (DSEIS) for proposed transportation improvements in the US 411 Corridor. The project is within Bartow County. The DSEIS identifies various alternatives and the associated environmental impacts of the proposed alternatives. Interested citizens are invited to review the DSEIS and submit comments. Copies of the DSEIS may be obtained by telephoning or writing the contact person listed below under **ADDRESSES**. Public reading copies of the DSEIS are available at the locations listed under **SUPPLEMENTARY INFORMATION**.

DATES: A 45-day public review period will begin on October 7, 2005 and

conclude on November 21, 2005.

Written comments on the alternatives and impacts to be considered must be received by GDOT by November 21, 2005. A public hearing to receive comments on the DSEIS will be held in Cartersville, GA on October 24, 2005.

ADDRESSES: Written comments on the DSEIS should be addressed to Mr. Harvey D. Keepler, State Environmental/Location Engineer, Georgia Department of Transportation, 3993 Aviation Circle, Atlanta, GA 30336-1593. Requests for a copy of the DSEIS may be addressed to Mr. Harvey D. Keepler at the address above. Please see **SUPPLEMENTARY INFORMATION** section for a listing of the available documents and formats in which they may be obtained. Copies of the Draft EIS are also available for public inspection and review. See **SUPPLEMENTARY INFORMATION** section for locations.

FOR FURTHER INFORMATION CONTACT: To request copies of the DSEIS or for additional information, contact: Mr. Harvey D. Keepler, State Environmental/Location Engineer, Georgia Department of Transportation, 3993 Aviation Circle, Atlanta, GA 30336-1593.

SUPPLEMENTARY INFORMATION: Hearing Date and Location: Monday, October 24, 2005: Cartersville Civic Center, 435 West main Street, Cartersville, GA (4 p.m.-7 p.m.)

Copies of the DSEIS are available in hard copy format for public inspection at:

Georgia Department of Transportation, Office of Environment/Location, 3993 Aviation Circle, Atlanta, GA 30336-1593.

Georgia Department of Transportation District Six Office, 500 Joe Frank Harris Parkway, Cartersville, GA 30120.

Bartow County Commissioners Office, 135 W Cherokee Ave, Suite 251, Cartersville, GA 30120.

City of Cartersville, City Clerks Office, 10 North Public Square, Cartersville, GA 30120.

City of Rome, City Clerks Office, Rome City Hall, 601 Broad Street, Rome, GA 30162.

Georgia Highlands College, Cartersville Campus, Library, 5441 Highway 20, NE Cartersville, GA 30121.

Bartow County Library, 429 W Main Street, Cartersville, GA 30120.

Background

This DSEIS provides a detailed evaluation of the US 411 Connector project. The project corridor lies within Bartown County, Georgia. This DSEIS includes an examination of the purpose

and need, alternatives under consideration, travel demand, affected environment, environmental consequences, and mitigation measures as a result of the improvements under consideration. Five build alternatives, including the No-Action Alternative, are considered for improvements to the US 411 Corridor. FHWA was the lead agency for the preparation of the Draft SEIS.

The FHWA, the GDOT, and other local agencies invite interested individuals, organizations, and Federal, State, and local agencies to comment on the evaluated alternatives and associated social, economic, or environmental impacts related to the alternatives.

Dated on: October 5, 2005.

Robert M. Callan,

Division Administrator, Federal Highway Administration, Atlanta, Georgia.

[FR Doc. 05-20385 Filed 10-11-05; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Agency Information Collection Activities; Request for Comments; Clearance of a New Information Collection: Work Schedules and Sleep Patterns of Railroad Dispatchers

AGENCY: Federal Railroad Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: The Federal Railroad Administration invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection. The proposed collection involves the work schedules and sleep patterns of railroad dispatchers. FRA seeks to develop an understanding of the work schedule-related fatigue issues that affect railroad dispatchers. FRA will use the data obtained from the proposed collection (a survey) to identify whether or not this segment of the railroad workforce has a work and sleep schedule pattern that may compromise their ability to carry out their safety critical role in railroad operations in a suitable manner. FRA is required by the Paperwork Reduction Act of 1995 to publish this notice. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collection of information was published on August 4, 2005.

DATES: Please submit comments on or before November 14, 2005.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington, DC 20590 (telephone: (202) 493-6292), or Victor Angelo, Office of Support Systems, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6470). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Pub. L. No. 104-13, 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR Part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On August 4, 2005, FRA published a 60-day notice in the **Federal Register** soliciting comment on ICRs that the agency was seeking OMB approval. 70 FR 44971. FRA received two comments in response to this notice. Both commenters supported the proposed information collection.

The first comment came from Mr. Leo McCann, President of the American Train Dispatchers Association (ATDA). ATDA is a rail labor organization that represents approximately 2,100 railroad workers who are charged with the task of safely and efficiently moving the nation's freight and passenger service on a daily around-the-clock basis. In his remarks, Mr. McCann stated the following:

ATDA is considered one of several "non-operating crafts" whose members are subject to work schedule-related fatigue. Fatigue continues to be a factor for the non-operating crafts within the rail industry, especially in view of the working conditions, expanded territories, frequent changes in workweek and starting times, and erratic call schedules for our extra train dispatchers. Our members, like BRS and BMWE, are subject to a number of work schedule-related factors which can lead to fatigue induced accidents and incidents. As such, we support the study contemplated in the above-referenced notice to assist FRA and the rail industry in understanding the impact of work schedules, territory size, call schedules, working conditions, and other factors which may contribute to ATDA employee fatigue.

The second comment came from Mr. Freddie Simpson, President of the Brotherhood of Maintenance of Way Employees (BMWE). The BMWE is a rail labor organization that represents 40,000 railroad workers who build, maintain, repair, and inspect tracks, bridges, and related railroad

infrastructure throughout the United States. In his letter, Mr. Simpson noted the following:

Railroad Dispatchers play a critical role in the safety of rail operations. Fatigue has been a huge factor in the railroad industry, and recent railroad mergers and manpower reductions have exacerbated the problem. BMWE contends that the Work Schedules and Sleep Patterns of Railroad Dispatchers, OMB Control Number 2130-NEW, study will help FRA and the rail industry to develop an understanding of the work schedule-related fatigue issues that affect Railroad Dispatchers.

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30 day notice is published. 44 U.S.C. 3507 (b)-(c); 5 CFR 1320.12(d); see also 60 FR 44978, 44983, Aug. 29, 1995. OMB believes that the 30 day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5 CFR 1320.12(c); see also 60 FR 44983, Aug. 29, 1995.

The summaries below describe the nature of the information collection requirements (ICRs) and the expected burden. The proposed requirements are being submitted for clearance by OMB as required by the PRA.

Title: Work Schedules and Sleep Patterns of Railroad Dispatchers.

OMB Control Number: 2130-XXXX.

Type of Request: Approval of a new information collection.

Affected Public: Businesses.

Form(s): FRA F 6180.122; FRA F 6180.123.

Abstract: In a continuing effort to improve rail safety and to reduce the number of injuries and fatalities to rail workers, FRA and the railroad industry have focused on the issue of fatigue, primarily among train and engine crew personnel. Because railroading is an around-the-clock, seven-days-a-week operation and because a wide array of workers are needed both to operate and to maintain the nation's railroads, other crafts—besides train and engine crews—can also be subject to fatigue. The non-operating crafts, including track maintenance, signal system maintenance and telecommunications and railroad dispatchers, fall into this second category. FRA is proposing a

study which will focus on railroad dispatchers, one of the non-operating railroad crafts. FRA seeks to develop an understanding of the work schedule-related fatigue issues that affect railroad dispatchers. The proposed study has two primary purposes: (1) It aims to document and characterize the work/rest schedules and sleep patterns of the railroad dispatchers; and (2) It intends to examine the relationship between these schedules and level of alertness/fatigue for the individuals who work these schedules. The intent is to report results in the aggregate, not by individual or railroad. Subjective ratings from participants of their alertness/sleepiness on both work and non-work days will be an integral part of this study. The data will be collected through the use of a daily diary or log completed by participants over a continuous two-week time period, as well as through a brief background questionnaire completed by each participant. Analysis of the diary data will allow FRA to assess whether or not there are any work-related fatigue issues for railroad dispatchers. The proposed study will provide a defensible and definitive estimate of the work/rest cycle parameters and fatigue in dispatchers that will inform possible future FRA regulatory policy and action.

Annual Estimated Burden Hours: 858.

Addressee: Send comments regarding these information collections to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC 20503; Attention: FRA Desk Officer.

Comments are invited on the following: Whether the proposed collections of information are necessary for the proper performance of the functions of FRA, including whether the information will have practical utility; the accuracy of FRA's estimates of the burden of the proposed information collections; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collections 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 of this notice in the **Federal Register**.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35; and 49 CFR 1.48.

Dated in Washington, DC on October 5, 2005.

D.J. Stadler,

Director, Office of Budget, Federal Railroad Administration.

[FR Doc. 05-20361 Filed 10-11-05; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-314 (Sub-No. 3X)]

Chicago, Central & Pacific Railroad Company'Abandonment Exemption'in Linn County, IA

Chicago, Central & Pacific Railroad Company (CC&P) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon a 0.79-mile line of railroad, the North Cedar Rapids Spur, extending from milepost 87.74 at 16th Street, NE., to milepost 88.53 near 20th Street NE., at the end of the track, in Cedar Rapids, Linn County, IA. The line traverses United States Postal Service Zip Code 52402.

CC&P has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) any overhead traffic formerly handled on the line can be rerouted over other lines; (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;¹ 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.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on November 11, 2005, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,² formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),³ and trail use/rail banking requests under 49 CFR 1152.29 must be filed by October 21, 2005. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by November 1, 2005, with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to CC&P's representative: Thomas J. Litwiler, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 920, Chicago, IL 60606-2832.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

CC&P has filed an environmental/historic report which addresses the effects, if any, of the abandonment on the environment and historic resources. SEA will issue an environmental assessment (EA) by October 17, 2005. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423-0001) or by calling SEA, at (202) 565-1539. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.] Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), CC&P shall file a notice of consummation with the Board to signify

that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by CC&P's filing of a notice of consummation by October 12, 2006, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: October 5, 2005.

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

Vernon A. Williams,
Secretary.

[FR Doc. 05-20442 Filed 10-11-05; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF THE TREASURY

Public Meeting of the President's Advisory Panel on Federal Tax Reform

AGENCY: Department of the Treasury.

ACTION: Notice of meeting.

SUMMARY: This notice advises all interested persons of a public meeting of the President's Advisory Panel on Federal Tax Reform.

DATES: This meeting will be held on Thursday, October 27, 2005. The meeting will be held via teleconference and will begin at 11 a.m. eastern daylight time. Interested parties will be able to listen to the meeting. Call-in information will be posted on the Panel's Web site, <http://www.taxreformpanel.gov>, at a later date.

FOR FURTHER INFORMATION CONTACT: The Panel staff at (202) 927-2TAX (927-2829) (not a toll-free call) or e-mail info@taxreformpanel.gov (please do not send comments to this box). Additional information is available at <http://www.taxreformpanel.gov>.

SUPPLEMENTARY INFORMATION:

Purpose: The October 27 meeting is the thirteenth meeting of the Advisory Panel. At this meeting, the Panel will continue to discuss issues associated with reform of the tax code. There is a possibility that this meeting will not take place as scheduled. Please check the Panel's Web site for updated information.

Comments: Interested parties are invited to call into the teleconference to listen to the meeting; however, no public comments will be heard at the meeting. Any written comments with respect to this meeting may be mailed to The President's Advisory Panel on Federal Tax Reform, 1440 New York Avenue, NW., Suite 2100, Washington,

¹ CC&P states that a portion of the North Cedar Rapids Spur is immediately adjacent to the industrial facilities of Cedarapids, Inc. (Cedarapids). In 2002, Cedarapids initiated litigation in state court, which was later removed to federal court, with CC&P regarding use of and title to the adjacent portion of the North Cedar Rapids Spur right-of-way. See *Cedarapids, Inc. v. Chicago, Central & Pac. R. Co.*, 265 F. Supp.2d 1005 (N.D. Iowa 2003). As part of a settlement of that litigation, the parties agreed that CC&P would abandon the North Cedar Rapids Spur and transfer the subject right-of-way to Cedarapids. The settlement is conditioned upon Board approval or exemption of the abandonment.

² The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

³ Each OFA must be accompanied by the filing fee, which currently is set at \$1,200. See 49 CFR 1002.2(f)(25).