

7. *Social and Economic: Civil Rights Act of 1964* [42 U.S.C. 2000(d)–2000(d)(1)]; *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended [23 CFR 450.318].

8. *Executive Orders: Executive Order (E.O.) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593, Protection and Enhancement of Cultural Resources; E.O. 13175, Consultation and Coordination with Indian Tribal Governments; E.O. 11514, Protection and Enhancement of Environmental Quality; E.O. 11990, Protection of Wetlands; E.O. 11988, Floodplain Management; E.O. 13112, Invasive Species.*

The project subject to this notice is: U.S. 301: MD/DE Line to SR1, South of the C&D Canal. Project Location: New Castle County, Delaware. Project Reference number: 52–0599112.

Project Type: The Selected Alternative will provide a four-lane, tolled, limited access roadway on a new location, extending generally northward from the Maryland/Delaware state line, west of Middletown, to the vicinity of Armstrong Corner Road, where the new U.S. 301 mainline alignment will curve and extend northeast, crossing over existing U.S. 301, the Norfolk Southern Railroad, and existing SR 896 (Boys Corner Road) before curving and extending east and tying into SR 1, north of the Biddles Corner Toll Plaza and south of the C&D Canal. Near Armstrong Corner Road, a two-lane, limited access, tolled Spur Road will extend north from new U.S. 301, on a new location to interchange with SR 15/ SR 896 south of Summit Bridge and the C&D Canal. The U.S. 301 portion of the Selected Alternative will provide two 12-foot wide lanes in each direction and interchanges with: Levels Road, existing U.S. 301 north of Armstrong Corner Road, Jamison Corner Road, and SR 1 north of the Biddles Toll Plaza and south of the C&D Canal. The Spur Road portion of the Selected Alternative will provide one 12-foot lane in each direction and interchanges with new U.S. 301 near Armstrong Corner Road and SR 896/Bethel Church Road Extended (toll free), south of Summit Bridge. The Selected Alternative includes interchange Option 2A at existing U.S. 301, north of Armstrong Corner Road, Interchange Option 3B at SR 896/Bethel Church Road Extended, south of Summit Bridge, Alignment Option 4B Modified in the Ratledge Road/Boys Corner Road area, and Alignment Option 1 Modified for the local road connection between

Strawberry Lane and existing U.S. 301. Tolls will be collected utilizing electronic toll collection at highway speeds at the U.S. 301 mainline toll barrier near the Maryland/Delaware state line and at the interchange ramps to and from the north at Levels Road, existing U.S. 301 near Armstrong Corner Road, and Jamison Corner Road. The ramps to and from the north at the Spur Road interchange with SR 896/Bethel Church Road Extended will be toll free. Traditional cash lanes may also be provided at the toll barriers.

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

Authority: 23 U.S.C. 139(l)(1).

Issued on September 12, 2008.

Hassan Raza,

Division Administrator Dover, Delaware.

[FR Doc. E8–21855 Filed 9–17–08; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB–55 (Sub–No. 689X)]

CSX Transportation, Inc.— Abandonment Exemption—in Logan County, WV

CSX Transportation, Inc. (CSXT) has filed a verified notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon a 1.16-mile line of railroad on its Southern Region, Huntington Division East, Logan Subdivision, known as the Snap Creek Industrial Track, extending from milepost CLV 2.0 to the end of the line at milepost CLV 3.16 near Don, Logan County, WV. The line traverses United States Postal Service Zip Code 25632.

CSXT has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) any overhead traffic 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; and (4) the requirements at 49 CFR 1105.7 (environmental report), 49 CFR 1105.8 (historic report), 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 October 18, 2008, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by September 29, 2008. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by October 8, 2008, with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001.

A copy of any petition filed with the Board should be sent to CSXT's representative: Kathryn R. Barney, CSX Transportation, Inc., 500 Water Street, J–150, Jacksonville, FL 32202.

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

CSXT has filed an environmental and historic report addressing the effects, if any, of the abandonment on the environment and historic resources. SEA will issue an environmental assessment (EA) by September 23, 2008. Interested persons may obtain a copy of the EA by writing to SEA (Room 1100, Surface Transportation Board, Washington, DC 20423–0001) or by calling SEA, at (202) 245–0305. [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

¹ 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.

² Effective July 18, 2008, the filing fee for an OFA increased to \$1,500. See *Regulations Governing Fees for Services Performed in Connection with Licensing and Related Services—2008 Update*, STB Ex Parte No. 542 (Sub-No. 15) (STB served June 18, 2008).

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), CSXT 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 CSXT's filing of a notice of consummation by September 18, 2009, 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: September 5, 2008.

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

Anne K. Quinlan,
Acting Secretary.

[FR Doc. E8-21128 Filed 9-17-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-43 (Sub-No. 184X)]

Illinois Central Railroad Company— Abandonment Exemption—in Cook County, IL

On August 29, 2008, Illinois Central Railroad Company (IC) filed with the Board a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to permit IC to abandon approximately 1.1 miles of rail line, beginning from the point of switch at Station 0+00 (mainline MP 3.00—Throop Street) and extending northeasterly 5,863 feet to the end of the track at Station 58+63 (mainline MP 2.00—Cermak Road), where it stub-ends, all in Chicago, Cook County, IL.¹ The line traverses U.S. Postal Service Zip Code 60616 and includes no stations.

The line does not contain Federally granted rights-of-way. Any documentation in IC's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set

¹ IC explains that, even though the line is classified as an industrial spur and does not have mileposts at this time, the line was once part of the Chicago and Alton Railroad's main line in Chicago. IC states that it has not located any record of an abandonment for the line or any evidence of the line having been relocated. IC further indicates that it has embargoed the Line since March 2008 due to track conditions.

forth in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by December 17, 2008.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each OFA must be accompanied by a \$1,500 filing fee. See 49 CFR 1002.2(f)(25).²

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or trail use/rail banking under 49 CFR 1152.29 will be due no later than October 8, 2008. Each trail use request must be accompanied by a \$200 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB-43 (Sub-No. 184X), and must be sent to: (1) Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001; and (2) Michael J. Barron, Jr., Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 920, Chicago, IL 60606-2832. Replies to IC's petition are due on or before October 8, 2008.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 245-0305. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.]

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by SEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact SEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on

² Effective July 18, 2008, the filing fee for an OFA increased to \$1,500. See *Regulations Governing Fees for Services Performed in Connection with Licensing and Related Services—2008 Update*, STB Ex Parte No. 542 (Sub-No. 15) (STB served June 18, 2008).

the EA will generally be within 30 days of its service.

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

Decided: September 9, 2008.

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

Anne K. Quinlan,
Acting Secretary.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. MC-F-21029]

Stagecoach Group PLC and Coach USA, Inc., et al.—Acquisition of Control—Eastern Travel & Tour, Inc.

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice Tentatively Approving Finance Transaction.

SUMMARY: Stagecoach Group, PLC (Stagecoach), a noncarrier, its noncarrier intermediate subsidiaries (Stagecoach Transport Holdings plc, SCUSI Ltd., Coach USA Administration, Inc.), Coach USA, Inc. (Coach USA), and KILT Trans, Inc. (KILT), a motor passenger carrier (MC-115432) controlled by Coach USA (collectively, applicants), have filed an application under 49 U.S.C. 14303 for acquisition and operation of certain assets of Eastern Travel & Tour, Inc. (Eastern), a motor passenger carrier (MC-429551). Upon acquisition, Eastern will cease operations and KILT will assume such operations. The Board has tentatively approved the transaction, and if no opposing comments are timely filed, this notice will be the final Board action. Persons wishing to oppose the application must follow the rules under 49 CFR 1182.5 and 1182.8.

DATES: Comments must be filed by November 3, 2008. Applicants may file a reply by November 17, 2008. If no comments are received by November 3, 2008, this notice is effective on that date.

ADDRESSES: Send an original and 10 copies of any comments referring to STB Docket No. MC-F-21029 to: Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, send one copy of comments to applicants' representatives: David H. Coburn and Scott M. Mirelson, Steptoe & Johnson, LLP, 1330 Connecticut Ave., NW., Washington, DC 20036.