

15/US System Interchange. The I-15 Corridor serves the Western United States by linking southern California and Salt Lake City, and points to the north. The I-15 Corridor also serves the Las Vegas Valley as a primary transportation link through central Las Vegas. Significant population growth in the Las Vegas Valley, projected to increase by approximately 60 percent from 2003 to 2030, will increase traffic volumes and local commuter traffic passing through this corridor. The projected population growth, associated development, and increasing tourism and gaming will place significant demand on the I-15 Corridor and connections to US 95. The purpose of this project is to meet the short- and long-term transportation needs of Las Vegas and motorists traveling through Las Vegas, specifically to provide improved transportation in response to regional growth, decrease congestion, enhance mobility, and provide access to the downtown area. Both existing congestion and projected increases in traffic necessitate consideration of the proposed improvements.

The envisioned project includes several major components, including: adding lanes and improving freeway and mass transit operations between Sahara Avenue and the I-15/US 95 Interchange; reconstructing the I-15/Charleston Boulevard Interchange; providing new I-15 freeway access to the City of Las Vegas's Downtown Redevelopment Area; extending Martin Luther King Boulevard over I-15 and Charleston Boulevard to connect with Industrial Road; and potential grade separation improvements to Oakey Boulevard east of the I-15 Corridor. The EIS will consider the effects of the proposed project, the No Action alternative, and other alternatives to the proposed project.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this project. A project scoping meeting will be held in Las Vegas, Nevada on February 23, 2005 with the appropriate agencies and the general public. In addition, public information meetings will be held throughout the duration of the project and a public hearing will be held for the draft EIS. Public notices will be given announcing the time and place of the public meetings and the hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

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

**Authority:** 23 U.S.C. 315; 23 CFR 771.123

Issued on: February 4, 2005.

**Greg Novak,**

*Acting Assistant Division Administrator,  
FHWA, Nevada Division.*

[FR Doc. 05-2567 Filed 2-9-05; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[MARAD 2005 20317]

#### Application of Foreign Underwriters to Write Marine Hull Insurance

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

**ACTION:** Request for comments.

**SUMMARY:** The Maritime Administration (MARAD) has received applications under 46 CFR part 249 from Axis Specialty Limited and Gard Marine and Energy Limited, both Bermuda based underwriters, to write marine hull insurance on Title XI program vessels.

In accordance with 46 CFR 249.7(b), interested persons are hereby afforded an opportunity to bring to MARAD's attention any discriminatory laws or practices relating to the placement of marine hull insurance which may exist in the applicant's country of domicile.

All comment submissions must include the docket number that appears at the top of this document. Written comments may be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. Comments may also be submitted by electronic means via the Internet at <http://dmses.dot.gov/submit>. All comments received will be available for examination at the above address between 10 a.m. and 5p.m., Monday through Friday, except Federal holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

## 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 DOT'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>.

Dated: February 3, 2005.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. 05-2558 Filed 2-9-05; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34648]

#### Minnesota Commercial Railway Company—Trackage Rights Exemption—BNSF Railway Company<sup>1</sup>

BNSF Railway Company (BNSF) has agreed to a modified trackage rights agreement governing Minnesota Commercial Railway Company's (MNNR) overhead trackage rights over a BNSF line of railroad between MNNR's connecting trackage at Union Yard, Minneapolis, MN, and trackage located east of 15th Avenue SE., in Minneapolis, MN, comprising the Southeast Minneapolis Switching District (SEMSD), a total of distance of approximately 777 feet. The modified agreement will change the maintenance obligations to promote operating and maintenance efficiencies and better align the parties' maintenance obligations relative to usage.<sup>2</sup>

The transaction was scheduled to be consummated on January 28, 2005.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

<sup>1</sup> Effective January 20, 2005, The Burlington Northern and Santa Fe Railway Company changed its name to BNSF Railway Company.

<sup>2</sup> The trackage rights were originally granted as incidental trackage rights, as part of MNNR's acquisition of approximately 5 miles of rail line located in Minneapolis, MN, known as the SEMSD. See *Minnesota Commercial Railway Company—Acquisition and Operation Exemption—Certain Lines of The Burlington Northern and Santa Fe Railway Company*, STB Finance Docket No. 33606 (STB served June 19, 1998).

This notice is filed under 49 CFR 1180.2(d)(7). If the 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 transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34648, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Sarah W. Bailiff, 2500 Lou Menk Drive, P.O. Box 961039, Fort Worth, TX 76161-0039.

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

Decided: February 1, 2005.

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

**Vernon A. Williams,**  
Secretary.

[FR Doc. 05-2490 Filed 2-9-05; 8:45 am]

BILLING CODE 4915-01-P

## UTAH RECLAMATION MITIGATION AND CONSERVATION COMMISSION

### Notice of Availability of the Final Environmental Assessment and Finding of No Significant Impact to Construct a Group-Site Campground in Diamond Fork Canyon, UT

**AGENCY:** Utah Reclamation Mitigation and Conservation Commission.

**ACTION:** Notice of availability.

**SUMMARY:** The Utah Reclamation Mitigation and Conservation Commission has issued a Final Environmental Assessment and Finding of No Significant Impact to construct a group-site campground in Diamond Fork Canyon in Utah County, Utah.

The new campground will have a capacity of approximately 475 people at one time and will replace group camp sites removed from the Diamond and Palmyra Campgrounds, which were reconstructed in the year 2000. The project will also provide additional group-site camping as a feature of the Diamond Fork System of the Central Utah Project.

A 1998 environmental assessment and associated decision documents prepared by the Mitigation Commission indicated that the group-site facilities removed from the Diamond and Palmyra Campgrounds would be replaced in a more favorable location and that the size and location would be analyzed in a separate analysis. This environmental

analysis is a fulfillment of that 1998 commitment.

**ADDRESSES:** Copies of the Final Environmental Assessment and Finding of No Significant Impact can be obtained at the Utah Reclamation Mitigation and Conservation Commission, 102 W 500 S, Suite 315, Salt Lake City, Utah, 84101. They may also be viewed on the internet via the following Web address: <http://www.mitigationcommission.gov/news.html>.

**FOR FURTHER INFORMATION CONTACT:** Mr. Richard Mingo (801) 524-3146.

Dated: January 31, 2005.

**Michael C. Weland,**  
Executive Director.

[FR Doc. 05-2547 Filed 2-9-05; 8:45 am]

BILLING CODE 4310-05-P

## UTAH RECLAMATION MITIGATION AND CONSERVATION COMMISSION

### Notice of Availability of the Record of Decision on the Utah Lake Drainage Basin Water Delivery System, Central Utah Project

**AGENCY:** Utah Reclamation Mitigation and Conservation Commission.

**ACTION:** Notice of availability of the Record of Decision (ROD).

**SUMMARY:** On January 27, 2005, Jody L. Williams, Chairman of the Utah Reclamation Mitigation and Conservation Commission (Mitigation Commission) signed the Record of Decision (ROD) which documents selection of the Proposed Action as presented in the 2004 Utah Lake Drainage Basin Water Delivery System Final Environmental Impact Statement (INT FES 04-41) (2004 ULS FEIS) filed with the U.S. Environmental Protection Agency on September 30, 2004. The Mitigation Commission, Central Utah Water Conservancy District and Department of the Interior served as joint lead agencies in preparing the 2004 ULS FEIS. The Proposed Action, called the Spanish Fork Canyon-Provo Reservoir Canal Alternative, one other action alternative called the Bonneville Unit Water Alternative, and a No Action alternative are described and evaluated in the 2004 ULS FEIS, upon which the ROD is based.

The Spanish Fork Canyon-Provo Reservoir Canal Pipeline Alternative will deliver an average annual transbasin diversion of 101,900 acre-feet from the Colorado River Basin to the Bonneville Basin, which consists of a delivery of: 30,000 acre-feet of Municipal and Industrial (M&I) water

for secondary use to southern Utah County and 30,000 acre-feet of M&I water to Salt Lake County water treatment plants; 1,590 acre-feet of M&I water already contracted to southern Utah County cities; and 40,310 acre-feet of M&I water to Utah Lake for exchange to Jordanelle Reservoir. A portion of the 40,310 acre-feet delivered to Utah Lake would be delivered via lower Hobbie Creek to provide spawning habitat for the endangered June sucker, and via lower Provo River where it would help maintain minimum instream flows for June sucker spawning and other fishery and aquatic benefits. The 30,000 acre-feet (less the water returned to Interior under the Section 207 Program) of M&I water utilized in southern Utah County would be used in the cities' secondary water systems. Use of this water as a potable supply in the future would require additional NEPA compliance. Under the Proposed Action, Interior would acquire all of the District's secondary water rights in Utah Lake. These rights would amount to a maximum of 57,073 acre-feet. The acquired water rights would be used to exchange project water to Jordanelle Reservoir. All remaining environmental commitments associated with the Bonneville Unit would be completed and previously committed in-stream flows within the Bonneville Unit area and statutorily mandated in-stream flows would be provided.

The Acting Assistant Secretary for Water and Science, Department of the Interior issued a separate ROD for the ULS on December 22, 2004, also selecting the Proposed Action for implementation. The Assistant Secretary's separate decision is necessitated by the responsibility and authority of the Department of the Interior for other aspects of the project beyond the scope of the Mitigation Commission to mitigate for reclamation projects.

**ADDRESSES:** Copies of the ROD and/or FEIS can be obtained at the Utah Reclamation Mitigation and Conservation Commission, 102 W 500 S, Suite 315, Salt Lake City, Utah, 84101. They may also be viewed on the internet via the following Web address: <http://www.mitigationcommission.gov/news.html>.

**FOR FURTHER INFORMATION CONTACT:** Mr. Mark Holden, Projects Manager (801) 524-3146.

Dated: January 31, 2005.

**Michael C. Weland,**  
Executive Director.

[FR Doc. 05-2548 Filed 2-9-05; 8:45 am]

BILLING CODE 4310-05-P