

FEDERAL RESERVE SYSTEM

Change in Bank Control Notices; Acquisition of Shares of Bank or Bank Holding Companies

The notificants listed below have applied under the Change in Bank Control Act (12 U.S.C. 1817(j)) and § 225.41 of the Board's Regulation Y (12 CFR 225.41) to acquire a bank or bank holding company. The factors that are considered in acting on the notices are set forth in paragraph 7 of the Act (12 U.S.C. 1817(j)(7)).

The notices are available for immediate inspection at the Federal Reserve Bank indicated. The notices also will be available for inspection at the office of the Board of Governors. Interested persons may express their views in writing to the Reserve Bank indicated for that notice or to the offices of the Board of Governors. Comments must be received not later than September 26, 2005.

A. Federal Reserve Bank of Chicago (Patrick M. Wilder, Assistant Vice President) 230 South LaSalle Street, Chicago, Illinois 60690-1414:

1. *Mark Tolliver and Catherine Averill*, both of Orland Park, Illinois; to acquire voting shares of Admiral Family Banks, Inc., Alsip, Illinois, and thereby indirectly acquire voting shares of Federated Bank, Onarga, Illinois.

Board of Governors of the Federal Reserve System, September 6, 2005.

Robert deV. Frierson,

Deputy Secretary of the Board.

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FEDERAL RESERVE SYSTEM

Formations of, Acquisitions by, and Mergers of Bank Holding Companies

The companies listed in this notice have applied to the Board for approval, pursuant to the Bank Holding Company Act of 1956 (12 U.S.C. 1841 *et seq.*) (BHC Act), Regulation Y (12 CFR Part 225), and all other applicable statutes and regulations to become a bank holding company and/or to acquire the assets or the ownership of, control of, or the power to vote shares of a bank or bank holding company and all of the banks and nonbanking companies owned by the bank holding company, including the companies listed below.

The applications listed below, as well as other related filings required by the Board, are available for immediate inspection at the Federal Reserve Bank indicated. The application also will be available for inspection at the offices of

the Board of Governors. Interested persons may express their views in writing on the standards enumerated in the BHC Act (12 U.S.C. 1842(c)). If the proposal also involves the acquisition of a nonbanking company, the review also includes whether the acquisition of the nonbanking company complies with the standards in section 4 of the BHC Act (12 U.S.C. 1843). Unless otherwise noted, nonbanking activities will be conducted throughout the United States. Additional information on all bank holding companies may be obtained from the National Information Center website at www.ffiec.gov/nic/.

Unless otherwise noted, comments regarding each of these applications must be received at the Reserve Bank indicated or the offices of the Board of Governors not later than October 6, 2005.

A. Federal Reserve Bank of St. Louis (Glenda Wilson, Community Affairs Officer) 411 Locust Street, St. Louis, Missouri 63166-2034:

1. *German American Bancorp*, Jasper, Indiana; to acquire 9.8 percent of the voting shares of Eclipse Bank, Inc., Louisville, Kentucky (in organization).

B. Federal Reserve Bank of Minneapolis (Jacqueline G. King, Community Affairs Officer) 90 Hennepin Avenue, Minneapolis, Minnesota 55480-0291:

1. *Bridgewater Bancshares, Inc.*, Bloomington, Minnesota; to become a bank holding company by acquiring 100 percent of the voting shares of Bridgewater Bank, Bloomington, Minnesota, a *de novo* bank.

Board of Governors of the Federal Reserve System, September 6, 2005.

Robert deV. Frierson,

Deputy Secretary of the Board.

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GENERAL SERVICES ADMINISTRATION

Federal Management Regulation; Motor Vehicle Management; Notice of GSA Bulletin FMR B-9

AGENCY: Office of Governmentwide Policy, General Services Administration (GSA).

ACTION: Notice of a bulletin.

SUMMARY: This notice announces GSA Federal Management Regulation (FMR) Bulletin B-9. This bulletin provides guidance to Executive Branch agencies (other Federal entities are encouraged to follow this guidance) on the development and maintenance of

documented structured vehicle allocation methodologies for agency fleets, *i.e.*, vehicles that are agency-owned, leased from the General Services Administration (GSA), or commercially-leased. Agency adherence to such a methodology will help to ensure that agency vehicle fleets are not over-costly, are correctly sized in terms of numbers, and are the appropriate type for accomplishing agency missions. GSA Bulletin FMRB-9 may be found at www.gsa.gov/bulletin.

DATES: The bulletin announced in this notice is effective August 26, 2005.

FOR FURTHER INFORMATION CONTACT: For clarification of content, contact General Services Administration, Office of Governmentwide Policy, Office of Travel, Transportation and Asset Management, at (202) 501-1777. Please cite Bulletin FMRB-9.

SUPPLEMENTARY INFORMATION:

A. Background

In April 2002, the Office of Management and Budget (OMB) requested that all Executive Branch agencies take a closer look at their fleet management operations, particularly the size of their fleets. In coordination with OMB, information was collected from the agencies using a survey developed by the Federal Fleet Policy Council (FEDFLEET) and GSA's Vehicle Management Policy Division. The results of the survey indicated a number of deficiencies in the fleet management operations of the agencies. An interagency working group of FEDFLEET members recommended corrective actions, including the establishment, within each agency, of a documented structured vehicle allocation methodology to identify the optimal allocation of the agency vehicles in terms of number and configuration of those vehicles. The need for such a methodology was further validated in a May 2004 Government Accountability Office report on the acquisition and management of Federal motor vehicles.

The guidance provided in FMR Bulletin B-9 includes a description of the methodology and resultant optimal vehicle allocation, an example of the methodology both in narrative and in standardized format, how the methodology and resultant optimal vehicle allocation should be recorded, the sources for development of the methodology and resultant optimal vehicle allocation, what actions Federal executive agencies should take as a result of the bulletin, and a contact for further information and/or comments.