

organizations focusing on watershed and water quality issues. Our active involvement in stakeholder driven initiatives is a hallmark of TVA's resource stewardship program. TVA has provided data and technical assistance to States for their use in development of reservoir water quality standards. Specifically, we have provided data to ADEM for its consideration of chlorophyll standards for Pickwick Reservoir. While water quality standards development are a State and EPA function, TVA provides the technical support necessary for development of standards to protect water quality. TVA continues to monitor water quality in its reservoirs and streams and systematically uses these data to target its management efforts. The importance and value of water quality monitoring is clearly understood by TVA.

In other agency comments, the Tennessee Historical Commission (THC) concurred that phased compliance is an appropriate strategy, and requested that TVA submit all historic property survey reports to the office for review and comment. In accordance with standard section 106 of the National Historic Preservation Act, TVA will provide this information to the THC for all properties in Tennessee subject to land disturbance activity. The Alabama Historical Commission agreed with Alternative B provided that a phase II archaeological investigation be conducted for every site potentially eligible for National Register of Historic Places that could be affected by land disturbance activities proposed in the future. TVA will conduct archaeological and historic structure surveys to identify historic properties, and will submit phase II proposals to the Alabama Historical Commission for approval prior to testing for projects in Alabama.

#### Decision

The TVA Board decided on September 10, 2002, to adopt the Pickwick Reservoir Land Management Plan as described in Alternative B. TVA believes that Alternative B not only responds to community development and recreational development needs on Pickwick Reservoir, but also recognizes and preserves the aesthetic and sensitive resources which make the reservoir unique. Alternative B sets aside parcels containing sensitive resources and habitats in the sensitive resource protection and natural resource conservation categories. For lands where TVA proposes to consider development proposals, Alternative B adopt commitments that would further minimize the potential for adverse

impacts to the environment. These commitments are listed below, under Environmental Commitments.

#### Environmentally Preferable Alternative

Out of the 19,238 planned acres considered under Alternatives B and C, less than one percent (145 acres) are considered for development purposes under Alternative B. Potential adverse impacts can be substantially avoided or minimized through mitigation measures. TVA has therefore concluded that between the two action alternatives (Alternatives B and C), there is no clear environmentally preferable alternative for the Pickwick Reservoir Land Management Plan. Both B and C are environmentally preferable as compared to the no action alternative (Alternative A). TVA believes that Alternative B helps to meet the multiple objectives of the Pickwick project, and would result in substantially better environmental protection than previous shoreline development practices.

#### Environmental Commitments

The land plan envisioned in Alternative B advances TVA's commitment to resource stewardship and habitat protection through strong conservation approaches. Environmental protection measures are built into the formulation of Alternative B since the approximately 70 percent of the land is allocated to conservation uses (Zones 3 and 4). Further, the retention by TVA of fee ownership of Zones 5 and 7 lands would ensure appropriate buffers between the developed land and the water. In addition, TVA is adopting the following measures to minimize environmental impacts:

- All soil-disturbing activities, such as dredging, shoreline excavations, *etc.*, on Parcels 26, 36, 41, 61, 66, 67, and 68 would be conducted in a manner to avoid impacts to cultural resources.
- The construction of water use facilities and shorelines alterations within the marked limits of the safety landings and harbors would be prohibited.
- Requests for water use facilities on shoreline immediately upstream and downstream of the safety landings and harbors would continue to be reviewed to ensure that barge tows would have sufficient room to maneuver in and out of the safety landings and harbors without the risk of damaging private property.
- Because caves are extremely fragile and biologically significant, TVA has placed and would continue to maintain protective buffer zones around each of

the known caves on TVA public land on Pickwick Reservoir.

- Wetlands on Parcel 37 would be mitigated by avoiding wetlands areas, including small upland buffers.
- Corridors for water access across Parcel 53 would be designed to avoid impacts to terrestrial habitat and wetlands.
- Requests for the alteration or further development of this parcel would need to include BMPs and maintenance of a 50-foot SMZ to reduce potential impacts.
- Requests for the alteration or development of Parcel 156 would need to include mitigation measures, such as vegetation management plans, use of architecturally compatible styles/colors, and height restrictions to maintain the scenic attractiveness without adversely impacting the scene integrity.

With the implementation of the above environmental protection measures, TVA has determined that adverse environmental impacts of future development proposals on the reservoir would be significantly reduced. These protective measures represent all of the practicable measures to avoid or minimize environmental harm associated with the alternative adopted by the TVA Board.

As TVA implements the Pickwick Reservoir Land Management Plan, the agency will continue to work with all affected interests to promote environmentally sound stewardship of public lands.

Dated: January 10, 2003.

**Kathryn J. Jackson,**

*Executive Vice President, Rivers System Operations & Environment.*

[FR Doc. 03-1697 Filed 1-24-03; 8:45 am]

BILLING CODE 8120-08-M

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Pueblo, CO

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

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**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project on Interstate 25 in Pueblo, Colorado, from south of Pueblo Boulevard/State Highway 45 (Milepost 94) to north of U.S. Highway 50/State Highway 47 (Milepost 102).

**FOR FURTHER INFORMATION CONTACT:** Chris Horn, Federal Highway

Administration, 555 Zang Street, Suite 250, Lakewood, Colorado 80228-1010. Telephone (303) 969-6730 x383.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Colorado Department of Transportation (CDOT), will prepare an Environmental Impact Statement (EIS) for a proposal to improve a 7-mile segment of Interstate 25 (I-25) in and near Pueblo, Colorado. Improvements are necessary to address a deteriorating roadway and bridges with inadequate geometrics, safety, and existing and future traffic demand.

Alternative under consideration include taking no action, reconstruction of the interstate on essentially the existing alignment, and reconstruction on existing and new alignment. These alternatives are further described as follows:

—*No Action Alternative*—This alternative provides only for minor improvements, repairs, and other maintenance actions. The existing four-lane highway will otherwise remain unchanged.

—*Existing I-25 Alignment Alternative*—This alternative consists of reconstructing I-25 to six lanes on essentially the same location, reconfiguring and eliminating access points to the interstate to improve safety, and providing other improvements to the local street system to enhance system connectivity and traffic movement near the interstate.

—*Modified I-25 Alignment Alternative*—This alternative consists of rebuilding I-25 to six lanes and providing the other improvements included in the Existing Alignment Alternative, except the alignment would be shifted to accommodate different interchange configurations.

Incorporated into and studied with the build alternatives will be Transportation System Management strategies and design variations of grade and alignment.

The preliminary alternatives have been developed with the cooperation of public and agency work groups, and will be developed further during the preparation of the EIS, in conjunction with the FHWA, CDOT, and other federal and state agencies, the City of the Pueblo, the County of Pueblo, the Pueblo Area Council of Governments, and residents of the community.

The public will be invited to participate in project scoping to ensure that the full range of issues are considered and all significant issues are identified. The location and time of the scoping meeting will be scheduled during the month of February 2003 and will be announced in the local media.

Public meetings will occur throughout the development of the EIS and a public hearing will be held. Prior to the hearing the draft EIS will be available for public and agency review and comment. Public notice will be given of the time and place of all public meetings and the hearing.

Comments or questions regarding this proposed action and the EIS should be directed to FHWA at the address provided above.

(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.)

Issued on January 16, 2003.

**William C. Jones,**

*Division Administrator, Lakewood, CO.*

[FR Doc. 03-1572 Filed 1-24-03; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval. The nature of the information collection is described as well as its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on November 5, 2002. No comments were received.

**DATES:** Comments must be submitted on or before February 26, 2003.

#### FOR FURTHER INFORMATION CONTACT:

Richard Walker, Maritime Administration, MAR-810, 400 Seventh Street, SW., Washington, DC 20590. Telephone: 202-366-5076; FAX: 202-366-6988, or E-MAIL: [richard.walker@marad.dot.gov](mailto:richard.walker@marad.dot.gov).

Copies of this collection can also be obtained from that office.

**SUPPLEMENTARY INFORMATION:** Maritime Administration (MARAD).

*Title:* Inventory of American Intermodal Equipment.

*OMB Control Number:* 2133-0503.

*Type of Request:* Extension of currently approved collection.

*Affected Public:* Owners of U.S. steamship and intermodal equipment leasing companies.

*Form(s):* None.

*Abstract:* This collection consists of an intermodal equipment inventory that provides data essential to both the government and the transportation industry in planning for the most efficient use of intermodal equipment. Further, this collection is intended to assure that containers and related intermodal equipment are obtainable in the event of a national emergency.

*Annual Estimated Burden Hours:* 66 hours.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention MARAD Desk Officer.

*Comments are Invited on:* (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection 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.

Issued in Washington, DC, on January 21, 2003.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. 03-1714 Filed 1-24-03; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Ex Parte No. 333]

#### Meetings of the Board

*Time and Date:* 10 a.m., Thursday, January 30, 2003.

*Place:* The Board's Hearing Room, Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423.

*Status:* The Board will meet to discuss among themselves the following agenda items. Although the conference is open for public observation, no public participation is permitted.

*Matters to be Considered:* STB Finance Docket No. 34178, *Dakota*,