

a form as prescribed by the Secretary, of the sponsor's intent to apply for the funds apportioned to it (entitlements). This notice applies only to those airports that have had entitlement funds apportioned to them, except those nonprimary airports located in designated Block Grant States. Notification of the sponsor's intent to apply during fiscal year 2006 for any of its available entitlement funds including those unused from prior years, shall be in the form of inclusion of projects for fiscal year 2006 in the Airports Capital Improvement Plan.

This notice is promulgated to expedite and prioritize grants in the final quarter of the fiscal year. Absent an acceptable application by May 1, 2006, FAA will defer an airport's entitlement funds until the next fiscal year. Pursuant to the authority and limitations in section 47117(f), FAA will issue discretionary grants in an aggregate amount not to exceed the aggregate amount of deferred entitlement funds. Airport sponsors may request unused entitlements after September 30, 2006.

Issued in Washington, DC on January 12, 2006.

**Barry L. Molar,**

*Manager, Airports Financial Assistance Division.*

[FR Doc. 06-1034 Filed 2-2-06; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### **Environmental Impact Statement: Rail Corridor—Richmond, VA (Main Street Station) to Raleigh, NC (Boylan Wye), Extension of Study Area to Richmond, VA**

**AGENCY:** Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

**ACTION:** Notice of Intent To Prepare an Environmental Impact Statement.

**SUMMARY:** The FRA is issuing this notice to advise the public of a revision to the Northern terminus of the project to be studied in the Tier-II Environmental Impact Statement (EIS) for the Southeast High Speed Rail (SEHSR) Corridor in Virginia and North Carolina. The previous Notice of Intent issued on May 22, 2003 identified a Northern project terminus in Petersburg, Virginia at Collier Rail Yard. The EIS study area now extends from Main Street Station in Richmond, Virginia to Raleigh, North Carolina (Boylan Wye), forming a

project corridor approximately 168 miles long.

**FOR FURTHER INFORMATION CONTACT:** Mr. David Foster, Rail Environmental Programs Manager, North Carolina Department of Transportation Rail Division, 1553 Mail Service Center, Raleigh, NC, 27699-1553, telephone # (919) 733-7245 x 266; or Mr. John Winkle, Project Manager, Federal Railroad Administration (FRA), 400 Seventh Street, SW., MS 20, Washington, DC 20590, telephone # (202) 493-6067.

**SUPPLEMENTARY INFORMATION:** In May 2003 the FRA, in cooperation with the Federal Highway Administration (FHWA), the North Carolina Department of Transportation (NCDOT), and the Virginia Department of Rail and Public Transportation (VDRPT), began a Tier-II Environmental Impact Statement (EIS) for the 138-mile portion of the SEHSR Corridor from Petersburg, Virginia at Collier Yard to Raleigh, North Carolina at the Boylan Wye. This study is evaluating rail alternatives and environmental impacts within the preferred corridor (Alternative A) described in the Tier-I Record of Decision for the SEHSR Corridor from Washington, DC to Charlotte, North Carolina. The previous Notice of Intent (68 FR 28044) disclosed that multiple options within the preferred SEHSR corridor exist to connect the S-line from Burgess to Main Street Station in Richmond, Virginia.

The study limits of the Richmond to Raleigh Tier II EIS are now being extended to Richmond Main Street Station adding approximately 30 miles to the study corridor and encompassing the previously disclosed multiple options in this area. The additional study corridor generally follows the CSX S-line from Richmond Main Street Station to Centralia, and the CSX main line (A-line) from Centralia to Dunlop. From Dunlop to Burgess, Virginia there are multiple alternatives that will be evaluated, including different locations for crossing the Appomattox River to join the former Seaboard Air Line (S-line) to Raleigh, North Carolina.

This Tier-II environmental process has four basic goals: (1) Reiterate the purpose and need as established in the Tier-I EIS for the Washington, DC to Charlotte, NC portion of the SEHSR corridor; (2) develop site-specific rail alternatives within the study corridor; (3) conduct a detailed evaluation of environmental impacts for the alternatives; and (4) select a preferred alternative. Agency scoping meetings for the extended study area will be

scheduled in Richmond Virginia in late February or early March of 2006.

Letters describing the proposed action alternatives and soliciting comments will be sent to appropriate Federal, State, and local agencies in Virginia. An iterative public involvement/information program will support the process. The program will involve newsletters, a project hotline, informational workshops, small group meetings, and other methods to solicit and incorporate public input throughout the planning process.

To ensure that the full range of issues relating to the proposed action is addressed, comments and suggestions are invited from all interested parties. Comments and questions concerning the extension of the proposed action should be directed to NCDOT or to the FRA at the addresses provided above. Additional information can be obtained by visiting the project Web site at <http://www.sehsr.org> or calling the toll-free project number 1-877-749-RAIL (7245).

Issued in Washington, DC, on January 30, 2006.

**Mark E. Yachmetz,**

*Associate Administrator for Railroad Development.*

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## DEPARTMENT OF TRANSPORTATION

### Research & Innovative Technology Administration

#### **Agency Information Collection; Activity Under OMB Review; Part 249 Preservation of Records**

**AGENCY:** Research & Innovative Technology Administration (RITA), Bureau of Transportation Statistics (BTS), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, Public Law 104-13, the Bureau of Transportation Statistics invites the general public, industry and other governmental parties to comment on the continuing need for and usefulness of BTS requiring certificated air carriers to preserve accounting records, consumer complaint letters, reservation reports and records, system reports of aircraft movements, etc. Also, public charter operators and overseas military personnel charter operators are required to retain certain contracts, invoices, receipts, bank records and reservation records.