

airports that have received such entitlements, except those nonprimary airports located in designated Block Grant States. Notification of the sponsor's intent to apply during fiscal year 2004 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 2004 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, 2004, 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, 2004.

Issued in Washington, DC, on September 30, 2004.

Barry Molar,

Manager, Airports Financial Assistance Division.

[FR Doc. 04-2446 Filed 2-4-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 201: Aeronautical Operational Control (AOC) Message Hazard Mitigation (AMHM)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 201 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 201: Aeronautical Operational Control (AOC) Message Hazard Mitigation (AMHM).

DATES: The meeting will be held on February 17-19, 2003, beginning at 9 a.m.

ADDRESSES: The meeting will be held at American Airlines Flight Academy, 4601 Highway 360, FAA Road, Fort Worth, Texas 76155.

FOR FURTHER INFORMATION CONTACT: (1) RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036-5133; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>. (2) Mr. Harold Hohlen, (817) 967-9500, e-mail at Harold.Hohlen@aa.com.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal

Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 201 meeting. The agenda will include: February 17:

- Opening Session (Welcome, Introductory and Administrative Remarks, Review Agenda, Background).
- Review of phonecon discussions and conclusions.
- Drafting group work on other sections of the document:
 - Subgroup A Section 2
 - Subgroup B Section 3
 - Subgroup C Section 4
- Closing Session (Other Business, Date and Place of Next Meeting, Closing Remarks, Adjourn).

Note: This agenda will be followed as appropriate over the course of 3 days.

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on January 9, 2004.

Robert Zoldos,

FAA System Engineer, RTCA Advisory Committee.

[FR Doc. 04-2449 Filed 2-4-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Multiple North-Central, Central and South Texas Counties, State of Texas

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a Tier One environmental impact statement (EIS) will be prepared for a proposed multi-modal transportation facility to extend south from the Texas-Oklahoma state line, north of the Dallas/Fort Worth metropolitan area, through Central Texas, to the Texas-Mexico international border and/or the Texas Gulf Coast. The proposed facility, known as Trans-Texas Corridor 35 (TTC-35), is a priority element of the proposed Trans-Texas Corridor system for the State of Texas as conceptually outlined in *Crossroads of the Americas*:

Trans-Texas Corridor Plan (TTCP), June 2002.

FOR FURTHER INFORMATION CONTACT:

Salvador Deocampo, District Engineer, Federal Highway Administration, 300 E. 8th Street, Room 826, Austin, Texas 78701, Telephone: (512) 536-5950.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Texas Department of Transportation (TxDOT), intends to prepare a Tier One EIS for the selection of a corridor for the proposed construction of the TTC-35 multi-modal transportation facility. As currently envisioned, the proposed TTC-35 facility would include highway lanes for passenger vehicles; separate lanes for trucks; and rail lines (one in each direction serving freight, commuter and high speed passenger traffic).

Interchanges or grade separations would be constructed at thoroughfares and direct connector ramps would be provided at selected facilities. The width of the typical section for the proposed facility would be approximately 1,000 to 1,200 feet, which would include a 200-foot wide utility zone that could ultimately accommodate lines for water, petroleum, natural gas, electricity, data and other commodities. The proposed facility would extend from the Texas-Oklahoma state line, north of the Dallas/Fort Worth metropolitan area, through Central Texas, to the Texas-Mexico international border and/or the Texas Gulf Coast—a distance of approximately 800 miles. The actual length would be dependent upon the corridor selected during the Tier One EIS and subsequent route location studies to occur during Tier Two. For much of its length, it is anticipated that the proposed TTC-35 facility would generally parallel existing Interstate Highway 35; however, to maximize flexibility in determining a southern terminus at the United States/Mexico International Border and/or the Texas Gulf Coast, much of south Texas and the Rio Grande Valley will be analyzed in the Tier One EIS.

FHWA and TxDOT anticipate utilizing a combination of traditional and innovative financing options to fund construction of the proposed facility. These options include state and federal transportation sources, public/private partnerships and tolling.

The Tier One EIS will focus on broad issues such as general location, and area wide air quality and land use implications of the major alternatives. Alternatives to be considered in the Tier One EIS will include corridor location alternatives and the no-action alternative. Anticipated decisions to be made during the Tier One study include

identification of a preferred corridor location alternative; refinement of modal concepts; identification of preliminary segments of independent utility and identification of areas that may warrant corridor preservation. The Tier One EIS and subsequent record of decision, once issued, will not authorize construction of any portion of the proposed TTC-35 facility.

Documents prepared during Tier Two will retain the no-action alternative for consideration and comparison with the reasonable build alternatives, further refine the selected corridor, and would address site-specific details on project impacts, cost and mitigation measures; and would rely upon and utilize the environmental analysis in the Tier One EIS. Tier Two documents could be in the form of Environmental Assessments, Categorical Exclusions or EISs depending on the type, scope and complexity of proposed second tier projects.

As a priority element of the Trans-Texas Corridor system, the proposed TTC-35 facility is considered necessary to enhance the Texas transportation system by facilitating management of congestion in urbanized areas, improving safety of hazardous materials transport, and creating economic development opportunities.

Public scoping meetings will be held for the proposed project; however, dates for the meetings have not yet been determined. At least 30 days and 10 days prior to the public scoping meetings, notice of the meetings will be published in newspapers having general circulation in the project area. In addition to the public scoping meetings, letters describing the proposed action and soliciting comments to be considered during the scoping process will be sent to appropriate federal, state and local authorities as well as private organizations, individuals and stakeholders who have previously expressed or are known to have an interest in this proposal. Public meetings and a public hearing(s) will be held during appropriate phases of the project development process. Public notices will be given of the date, time, and location of each.

A second high priority Trans-Texas Corridor—the I-69 High Priority Corridor—is also under development and a Tier One EIS will be prepared for that facility. A separate Notice of Intent for that EIS was published in the **Federal Register** on January 15, 2004. Although the I-69 facility and TTC-35 are separate and distinct actions, with each having logical termini and independent utility, each of the proposed facilities shares the need to

terminate along the Texas-Mexico International Border or Texas Gulf Coast resulting in overlap of study areas. In the overlapping areas, care will be taken to closely coordinate the development of the two facilities in order to minimize duplication of effort and inconvenience to the public, resource agencies and other stakeholders. Both projects will be considered in the cumulative impacts analysis for each of the facilities.

To ensure that the full range of issues related to this proposed action is addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the Tier One 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 regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: January 26, 2004.

Salvador Deocampo,

District Engineer, Austin, Texas.

[FR Doc. 04-2428 Filed 2-4-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA-2004-17003]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces the intention of the Information Collection Request (ICR) for extension of the currently approved information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments was published on September 26, 2003.

DATES: Comments must be submitted before March 8, 2004. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Sylvia L. Marion, Office of Administration, Office of Management Planning, (202) 366-6680.

SUPPLEMENTARY INFORMATION:

Title: Americans with Disabilities Act (OMB Number: 2132-0555).

Abstract: On July 26, 1990, the President signed into law civil rights

legislation entitled, "The Americans with Disabilities Act of 1990" (ADA) (Pub. L. 101-336). It contains sweeping changes for individuals with disabilities in every major area of American life. One key area of the legislation addresses transportation services provided by public and private entities. Some of the requirements under the ADA are: (1) No transportation entity shall discriminate against an individual with a disability in connection with the provision of transportation service; (2) All new vehicles purchased by public and private entities after August 25, 1990, must be readily accessible to and usable by persons with disabilities, including individuals who use wheelchairs; (3) Public entities that provide fixed route transit must provide complementary paratransit services for persons with disabilities, who are unable to use the fixed route system, that is comparable to the level of service provided to individuals without disabilities; and (4) Transit authorities who are able to substantiate that compliance with all service criteria of the paratransit provisions would cause undue financial burden, may request a temporary time extension in implementing ADA complementary paratransit service.

On September 6, 1991, DOT issued a final rule implementing the transportation provisions of ADA (Title 49 CFR parts 27, 37, and 38), which includes the requirements for complementary paratransit service by public entities operating a fixed route system and the provision of nondiscriminatory accessible transportation service. The regulation sets forth the changes needed to fulfill the Congressional mandates to substantially improve access to mass transit service for persons with disabilities. Effective January 26, 1997, paratransit plans are no longer required. However, if FTA reasonably believes that an entity may not be complying with all service criteria, FTA may require an annual update to the entity's plan. In addition, all other ADA compliance requirements must still be satisfied. The information collected provides FTA with a basis for monitoring compliance. The public entities, including recipients of FTA funds, are required to provide information during triennial reviews, complaint investigations, resolutions of complaints, and compliance reviews.

Estimated Total Annual Burden: 36,000 hours.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information