

educational and cultural interests, developments, and achievements of the people of the United States and other nations * * * and thus to assist in the development of friendly, sympathetic and peaceful relations between the United States and the other countries of the world." The funding authority for the program above is provided through legislation. The funding authority for the program cited above is provided through the Support for East European Democracy (SEED) Act.

Notice

The terms and conditions published in this RFGP are binding and may not be modified by any Bureau representative. Explanatory information provided by the Bureau that contradicts published language will not be binding. Issuance of the RFGP does not constitute an award commitment on the part of the Government. The Bureau reserves the right to reduce, revise, or increase proposal budgets in accordance with the needs of the program and the availability of funds. Awards made will be subject to periodic reporting and evaluation requirements.

Notification

Final awards cannot be made until funds have been appropriated by Congress, allocated and committed through internal Bureau procedures.

Dated: March 8, 2004.

Patricia S. Harrison,
Assistant Secretary for Educational and Cultural Affairs, Department of State.

[FR Doc. 04-6120 Filed 3-17-04; 8:45 am]

BILLING CODE 4710-05-P

DEPARTMENT OF STATE

[Public Notice 4640]

Shipping Coordinating Committee; Notice of Meeting

The Shipping Coordinating Committee will conduct an open meeting at 9:30 a.m. on Monday, May 3, 2004, in Room 2415, at U.S. Coast Guard Headquarters, 2100 2nd Street, SW., Washington, DC 20593-0001. The purpose of this meeting will be to finalize preparations for the 78th Session of the Maritime Safety Committee, and associated bodies of the International Maritime Organization (IMO), which is scheduled for May 12-21, 2004, at IMO Headquarters in London. At this meeting, papers received and the anticipated U.S. positions for the Maritime Safety Committee will be discussed. Among other things, the items of particular interest are:

- Adoption of amendments to SOLAS for emergency training;
- Drilling, maintenance and inspection of life-saving appliances;
- Long range identification and tracking of ships;
- Permanent means of access for oil tankers and bulk carriers;
- Adoption of amendments to the International Maritime Dangerous Goods (IMDG Code);
- Large passenger ship safety;
- Bulk carrier safety;
- Goal-based new ship construction standards;
- Measures to enhance maritime security;
- Reports of nine subcommittees; and
- Ship design and equipment (Bulk Liquids and Gases; Flag State Implementation; Safety of Navigation; Stability, Load Lines and Fishing Vessel Safety; Dangerous Goods, Solid Cargoes and Containers; Fire Protection; Training and Watchkeeping; and Radiocommunications and Search and Rescue).

Members of the public may attend this meeting up to the seating capacity of the room. Interested persons may seek information by writing to Mr. Joseph J. Angelo, Commandant (G-MS), U.S. Coast Guard Headquarters, 2100 2nd Street, SW., Room 1218, Washington, DC 20593-0001 or by calling (202) 267-2970.

Dated: March 9, 2004.

Steven D. Poulin,
Executive Secretary, Department of State.

[FR Doc. 04-6123 Filed 3-17-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Supplemental Environmental Impact Statement; Washington County, MN, and St. Croix County, WI

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Revised notice of intent.

SUMMARY: The FHWA is issuing this revised notice to advise the public that a supplemental environmental impact statement (EIS) will be prepared for a proposed highway project on Minnesota Trunk Highway (TH) 36 and Wisconsin State Trunk Highway (STH) 64, including a new crossing of the St. Croix River in Washington County, Minnesota and St. Croix County, Wisconsin. The project extends from TH 5 in Oak Park Heights, Minnesota to approximately 150th Avenue in Houlton, Wisconsin.

FOR FURTHER INFORMATION CONTACT:

Cheryl Martin, Federal Highway Administration, Galtier Plaza, 380 Jackson Street, Suite 500, St. Paul, Minnesota 55101, Telephone (651) 291-6120; Todd Clarkowski, Area Engineer, Minnesota Department of Transportation, 1500 West County Road B2, MS 050, Roseville, Minnesota 55113, Telephone (651) 582-1169; or Terry Pederson, District Planning Projects Engineer, Wisconsin Department of Transportation, 718 West Clairemont Avenue, Eau Claire, Wisconsin 54701, Telephone (800) 991-5285 or (715) 836-2857.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Minnesota Department of Transportation (Mn/DOT) and Wisconsin Department of Transportation, will prepare a supplement to the EIS on a proposal for a new river crossing, including the reconstruction of bridge approach roadways, on TH 36/STH 64 from TH 5 in Oak Park Heights, Washington County, Minnesota to approximately 150th Avenue on STH 35/64 in Houlton, St. Croix County, Wisconsin. Mn/DOT is the lead State agency.

The original EIS for the river crossing (FHWA-MN-EIS-90-92-F) was approved on April 5, 1995 with a Board of Decision issued on July 10, 1995. In 1996, the National Park Service issued an adverse effect finding for the project under section 7(a) of the Federal Wild and Scenic Rivers Act. Therefore, resource agency permits were unable to be issued for the project.

In June 2003, discussion regarding scoping alternatives was reinitiated as part of a Stakeholder Resolution Process. The Stakeholder Group includes Federal, State and Local agencies, environmental groups, historic preservation groups, and other interested organizations. At the Stakeholder Group meetings, all alternatives previously studied, as well as new alternatives, were reconsidered. Through the Stakeholder Resolution Process, five alternatives were identified as having the best potential for meeting the project's transportation needs and environmental and historical impact concerns. A "2003 Amended Scoping Document and 2003 Amended Draft Scoping Decision Document" were released in November 2003. Public scoping meetings were held in December 2003. Based on public, agency and Stakeholder Group comments on the document, four alternatives, in addition to the No-Build alternative, have been identified for study in the supplemental Draft EIS.

Therefore, the supplemental EIS will evaluate the social, economic, transportation and environmental impacts of alternatives, including: (1) No-Build, (2) Alternative B—construction of a new four-lane bridge (two through-traffic lanes in each direction) located approximately 6,500 feet south of the existing lift bridge (South Ravine Option), (3) Alternative C—construction of a new four-lane bridge (two through-traffic lanes in each direction) located approximately 3,900 feet south of the existing lift bridge, (4) Alternative D—construction of a new four-lane bridge (two through-traffic lanes in each direction) located approximately 700 feet south of the existing lift bridge on the Minnesota shore and meeting the Wisconsin bluff near the existing lift bridge crossing, and (5) Alternative E—construction of a new two-lane bridge (two through-traffic lanes for eastbound traffic) located approximately 500–700 feet south of the existing lift bridge on the Minnesota shore and meeting the Wisconsin bluff near the existing lift bridge crossing. The existing lift bridge would be used as a two-lane roadway for westbound traffic.

It is anticipated that the final “2003 Amended Scoping Decision Document” will be published in March 2004. Coordination has been initiated and will continue with appropriate Federal, State and local agencies and private organizations and citizens who have previously expressed or are known to have an interest in the proposed action. 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 supplemental EIS should be directed to the 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: March 8, 2004.

Stanley M. Graczyk,

Project Development Engineer, Federal Highway Administration, St. Paul, Minnesota.
[FR Doc. 04–6114 Filed 3–17–04; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number 2004 17331]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel ALYAN.

SUMMARY: As authorized by Pub. L. 105–383 and Pub. L. 107–295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket 2004–17331 at <http://dms.dot.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Pub. L. 105–383 and MARAD’s regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter’s interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD’s regulations at 46 CFR part 388.

DATES: Submit comments on or before April 19, 2004.

ADDRESSES: Comments should refer to docket number MARAD–2004 17331. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL–401, Department of Transportation, 400 7th St., SW., Washington, DC 20590–0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Michael Hokana, U.S. Department of Transportation, Maritime Administration, MAR–830 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202–366–0760.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel ALYAN is:

Intended Use: “Sailing charters with six or less passengers for recreation and or sailing instruction.”

Geographic Region: “New Jersey to Maine.”

Dated: March 12, 2004.

By order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 04–6066 Filed 3–17–04; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number MARAD 2004 17332]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel BLACK TIE.

SUMMARY: As authorized by Pub. L. 105–383 and Pub. L. 107–295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket 2004–17332 at <http://dms.dot.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Pub. L. 105–383 and MARAD’s regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter’s interest in the waiver application, and address the waiver