

contain proprietary information shall be clearly indicated; otherwise, the application and its contents shall be non-proprietary.

Application Content

Applicants must submit an acceptable Technical Approach and Financial Plan that together provide sound evidence that the objectives of this program can successfully be completed in a timely fashion.

Applications should be organized into the following two sections:

1. Technical Approach

The application should briefly summarize the plan that was developed for the use of CMS or other motorist information systems to notify motorists about abductions of children, and identify the activities that are to be funded with this grant. The plan should be included as an appendix to the application. The following paragraphs illustrate the general information that applicants should include in this section of the application.

(A) The application should identify the specific activities to be funded by the grant and their relation to the plan that was developed for the use of CMS or other motorist information systems to notify motorists about abductions of children, in accordance with section 303(b) of the PROTECT Act of 2003.

(B) The application should include a schedule or timeline for completion of the proposed activities for which the grant will be used. The schedule should include milestone events or targeted activities, especially indicating any activities that require FHWA actions or actions by organizations typically not influenced by the applying agency.

2. Financial Plan

The Financial Plan should demonstrate that sufficient funding is available to successfully complete all aspects of the proposed implementation as identified in the plan described in section 1. Additionally, the Financial Plan shall provide the financial information described under the heading, Matching Share/Cost Sharing.

An acceptable Financial Plan should:

(A) Provide a clear identification of the proposed funding to implement the plan that was developed for the use of changeable message signs or other motorist information systems to notify motorists about abductions of children. The Financial Plan shall include a commitment that no more than 80 percent of the total cost will be supported by Federal funds. Financial commitments from other public agencies and from private firms should

be documented appropriately, for example, through memorandums of understanding.

(B) Describe how the proposed activities to be funded will be conducted to ensure their timely implementation and the continued long-term operation.

(C) As appropriate, include corresponding public and/or private investments that minimize the relative percentage and amount of Federal funds. Also include evidence of continuing fiscal capacity and commitment from anticipated public and private sources.

Authority: Sec. 303, Pub. L. 108–21, 117 Stat. 650, 662–663, 42 U.S.C. 5791b; 23 U.S.C. 315.

Issued on: June 7, 2004.

J. Richard Capka,

Deputy Administrator, Federal Highway Administration.

[FR Doc. 04–13391 Filed 6–14–04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Preparation of an Environmental Impact Statement for a Proposed Transit Improvement Project in Branson, Missouri

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Intent to prepare an Environmental Impact Statement.

SUMMARY: FTA is issuing this notice to advise agencies and the public that an Environmental Impact Statement (EIS) will be prepared for a proposed transit improvement project in Branson, MO.

DATES: *Scoping Meeting:* A scoping meeting is scheduled for resource agencies at 2 p.m. on Tuesday, June 29, 2004 at the Branson City Hall Municipal Courtroom (110 West Maddux Street; Branson, MO) and will be followed by a public open house at the same location and date from 4 to 7 p.m. (to be advertised locally). Oral and written comments may be made at these sessions. Project staff will be available at the sessions for informational discussion and to answer questions. These sessions will identify the core study-area boundary; the study schedule; the public involvement plan; the problem statement; the project purpose and need; the study goals and objectives; effectiveness measures, as well as identify the range of alternatives to be considered in the study. Input will be solicited at both sessions to focus the environmental investigations. The

meeting location is accessible to individuals with disabilities.

Individuals with special needs contact Cheryl Ford, Engineering Department; City of Branson, MO at (417) 337–8559. Comment Due Date: Written comments on the scope of the EIS should be sent to the Branson City Engineer at **ADDRESSES** given below by July 30, 2004.

ADDRESSES: Written comments on the project scope should be forwarded to: Joni Roeseler, Project Manager; Federal Transit Administration, Region VII; 901 Locust Street, Room 404; Kansas City, Missouri 64106; Telephone: (816) 329–3936; Email: joan.roeseler@fta.dot.gov; or: David Miller, City Engineer; City of Branson; 110 West Maddux Street, Suite 310; Branson, Missouri 65616; Telephone: (417) 337–8559; Email: dmiller@cityofbranson.org.

FOR FURTHER INFORMATION CONTACT: the FTA or the city of Branson personnel identified at the **ADDRESSES** given above. You can also visit the City of Branson website, identified as www.branson.com where a project page is expected to be established at the time of the scoping meeting. Scoping Package: An information packet, referred to as the Scoping Booklet, will be distributed to all public agencies and interested individuals and will be available at the meetings. Others may request the Scoping Booklet by contacting the Branson City Engineer at **ADDRESSES** given below. If you wish to be placed on the mailing list to receive additional information as the project develops, contact the Branson City Engineer at **ADDRESSES** given below.

SUPPLEMENTARY INFORMATION: FTA, in cooperation with the city of Branson and the Missouri Department of Transportation (MoDOT), will prepare an EIS on a proposal to address transit improvements in the city of Branson, MO. The EIS will include identification and evaluation of all reasonable multi-modal alternatives as defined under the National Environmental Policy Act (NEPA) scoping process. This alternatives analysis and NEPA evaluation process is expected to result in the selection of a locally preferred transit alternative, which may include a fixed guideway alternative.

Branson, Missouri, with a population of about 6,000, accommodates over seven million visitors a year. These visitors make trips to multiple venues (theaters, lodging, restaurants, etc.), which are concentrated along State Route 76. This roadway, referred to as “The Strip”, offers a single lane of vehicular flow in each direction divided by a two-way left-turn lane. The

roadway is paralleled by narrow paved shoulders used as sidewalks and by multiple overhead utilities situated adjacent to intensive development. Only a handful of signalized intersections exist along the Strip, complicating the ability of pedestrians to get across the street. Options are limited to further expand the roadway network to address the considerable traffic congestion that remains on the Strip from single-occupant autos and tour buses. No public transit service is currently available in the corridor. The problem is expected to grow worse over time as venues continue to grow in popularity and as more venues are added.

Transit needs will be evaluated in this corridor to address the congestion problems along the Strip. The core study-area boundary involves a roughly ten-mile-long corridor. It is generally bounded: On the north by the Red Route west of Roark Creek and the Missouri and North Arkansas Railroad east of Roark Creek; on the east by the rail line; on the south by parkland paralleling Lake Taneycomo and the Yellow Route; and on the west by the Taney/Stone County line. Alternatives to be considered will include: (1) Taking no action (no-build); (2) transportation systems management; (3) transit; (4) fixed guideway transit (including elevated options with park-n-ride facilities and feeder bus/shuttle vans); and (5) other alternatives discovered during the scoping process.

The social, economic, and environmental effects of the transit options will be evaluated in the project study. The impact areas to be addressed include: Land use effects; visual/aesthetic effects; community, business and economic impacts; traffic and parking; public safety; utilities effects; relocations; water quality; floodplains; natural systems impacts; air quality; noise and vibration; energy impacts; cultural and historic resources; etc. Potential environmental justice issues and financial considerations will also be addressed along with secondary, cumulative and construction impacts.

In accordance with FTA policy, all federal laws, regulations, and executive orders affecting project development including but not limited to the regulations of the Council on Environmental Quality and FTA regulations implementing NEPA (40 CFR parts 1500–1508, and 23 CFR part 771) the 1990 Clean Air Act Amendments, Section 404 of the Clean Water Act, Executive Order 12898 regarding environmental justice, the National Historic Preservation Act, the Endangered Species Act, and Section 4(f) of the DOT Act, will be addressed.

In addition, FTA New Starts regulation (49 CFR part 611) will be applied, which requires the submission of specific information to FTA from the applicant to support initiating preliminary engineering in conjunction with the NEPA process.

Letters describing the proposed action and soliciting comments will be sent to appropriate federal, state, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. The study will include a number of public involvement outreach activities. Letters setting out the problem statement, purpose and need, project goals and objectives, effectiveness measures, and describing the range of alternatives to be considered along with the study schedule will be sent to appropriate federal, state, and local agencies. A Project Oversight Committee (POC), providing input from a broad range of community interests, is being established and will be furnished with the same information.

Comments and suggestions are invited from all interested parties to assist in addressing the full range of alternatives and to identify any significant potential project impacts. In addition, a public hearing will be held after the Draft EIS has been circulated for public and agency review and comment. Comments or questions concerning the proposed action and the Draft EIS should be directed to the FTA at the address provided above.

Issued on: June 9, 2004.

Mokhtee Ahmed,

Regional Administrator.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2004–18039]

Reports, Forms, and Recordkeeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Request for public comment on a proposed collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of

1995, as part of the OMB approval process, Federal agencies must solicit public comments on proposed collections of information.

This document describes a collection of information for which NHTSA seeks emergency processing for approval.

DATES: Comments must be received on or before August 16, 2004.

ADDRESSES: You should mention the docket number of this document in your comments and submit your comments in writing to: Docket Management, Room PL–401, 400 Seventh St., SW., Washington, DC 20590.

You may call the Docket at 202–366–9324. You may visit the Docket from 10 a.m. to 5 p.m., Monday through Friday, except for Federal holidays.

FOR FURTHER INFORMATION CONTACT: Ms. Dorothy Nakama, Office of the Chief Counsel, at (202) 366–2992. Her Fax number is: (202) 366–3820. You may send mail to her at the National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day public comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) 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;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comment on the following collection of information.