

address is U.S. Department of State, SA-44, 301 4th Street, SW., Room 700, Washington, DC 20547-0001.

Dated: August 23, 2004.

C. Miller Crouch,

Principal Deputy Assistant Secretary for Educational and Cultural Affairs, Department of State.

[FR Doc. 04-20042 Filed 9-1-04; 8:45 am]

BILLING CODE 4710-08-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 04-02-C-00-AGS To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Augusta Regional Airport, Augusta, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent to Rule on Application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Augusta Regional Airport under the provisions of the 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before October 4, 2004.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Willis Boshears, Executive Director of the Augusta Regional Airport at the following address: 1501 Aviation Way, Augusta, GA 30906.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Augusta Regional Airport under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Paul Lo, Program Manager, Atlanta Airports District Office, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337, (404) 305-7145. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Augusta Regional Airport under the provisions of the 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 25, 2004, the FAA determined that the application to impose and use the revenue from a PFC submitted by Augusta Regional Airport was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 24, 2004.

The following is a brief overview of the application.

Proposed charge effective date: December 1, 2004.

Proposed charge expiration date: August 1, 2031.

Level of the proposed PFC: \$4.50.

Total estimated PFC revenue: \$2,007,000.

Brief description of proposed project(s): Fencing Improvements, Terminal Security Improvements, Runway Safety Area Improvements, Communication Equipment, Runway 8-26 Rehabilitation, General Aviation Apron Rehabilitation, Taxiway E Rehabilitation, ALP Update, Runway 17-35 Rehabilitation, PFC Administrative Costs.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Nonscheduled/On-Demand Air Carriers filing FAA form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Augusta Regional Airport.

Issued in College Park, Georgia, on August 25, 2004.

Scott L. Seritt,

Manager, Atlanta Airports District Office, Southern Region.

[FR Doc. 04-20063 Filed 9-1-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: I-15 Corridor, Utah and Salt Lake Counties, UT

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) are issuing this notice to advise the

public that an Environmental Impact Statement (EIS) will be prepared for a proposed transportation improvement project in Utah and Salt Lake Counties, Utah. To date, five alternatives have been identified in previous studies, to be addressed in the EIS. These alternatives include a no-action alternative, transportation systems management alternative, highway only alternative, transit only alternative, and a combined transit and highway or multimodal alternative. In addition, alternatives that are identified from the scoping process will be evaluated in the EIS. Scoping will be accomplished through correspondence and discussions with interested persons; organizations; federal, state and local agencies; and through public and agency meetings.

DATES: Comment Due Date: Written comments on the scope of alternatives and impacts to be considered in the EIS must be received no later than October 11, 2004, and must be sent to UDOT at the address indicated below. *Scoping Meetings:* UDOT will conduct three public scoping meetings and one agency meeting. The agency meeting will be held on September 8, 2004 from 10 a.m. to 12 p.m. at the UDOT Complex, located at 4501 South 2700 West in Salt Lake City. The public scoping meetings will be held on September 8, 2004 from 5 p.m. to 8 p.m. at the Murray High School Spartan Conference Room, located at 5440 S. State Street in Murray; on September 9, 2004 from 5 p.m. to 8 p.m. at Larsen Elementary School located at 1175 E. Flonette Drive in Spanish Fork; and on September 11, 2004 from 2 p.m. to 5 p.m. at the McKay Events Center, North Presidential Level, Utah Valley State College located on 800 W. University Parkway in Orem.

FOR FURTHER INFORMATION CONTACT: Jeffrey Berna, Environmental Specialist, Federal Highway Administration, 2520 West 4700 South, Suite 9A, Salt Lake City, UT 84118. Telephone: (801) 963-0182. Written comments should be sent to Mr. Merrell Jolley, Project Manager, Utah Department of Transportation, 658 North 1500 West Orem, UT 84057. Telephone: (801) 222-3406. To be added to the mailing list, contact Eileen Barron, Public Involvement Manager, Parsons Brinckerhoff, 488 East Winchester Street, Suite 400, Murray, Utah 84107. Telephone (888) 898-2111 or e-mail i15utahcounty@utah.gov. Persons with special needs should contact Eileen Barron at the above address and phone number.

SUPPLEMENTARY INFORMATION:

1. Description of Study Area and Scope

The Federal Highway Administration (FHWA), in cooperation with the Federal Transit Administration (FTA), the Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA) is preparing an Environmental Impact Statement (EIS) for a proposed action approximately 66 miles in length to address capacity, operational, infrastructure deficiencies along I-15 from Santaquin to the 10600 South Interchange (southern point of previous I-15 reconstruction). The proposed action will also examine transit alternatives that address the purpose and need for the corridor including, but not limited to, commuter rail from Payson to the Salt Lake City Intermodal Center, light rail from 1000 South in Sandy to Orem, and bus rapid transit.

II. Purpose and Need

Growth within Utah County over the last ten years has been significant. Population in Utah and Salt Lake counties is expected to grow 84 and 63 percent respectively by the year 2030, at an annual growth rate of approximately 2.0 percent. I-15 is the only continuous north-south route in Utah County, and the primary north-south facility in the State. Sections of I-15 are currently demonstrating unacceptable levels of service in the peak hours resulting in significant driver delay and frustration.

Two recent planning studies have identified possible transit and highway transportation solutions for the Utah County and southern Salt Lake County. These two studies are the Inter-Regional Corridor Alternatives Analysis (January 2002) and the Utah County I-15 Corridor Management Plan (August 2002). This EIS will build upon these previous studies and will also analyze the environmental impacts for various alternatives.

III. Alternatives

The proposed project intends to consider no-build, transportation system management, highway only, transit only, and multimodal build alternatives to address the transportation need. Build alternatives for I-15 will consider widening the facility, improvements to or new interchanges, and correction of existing deficiencies.

Alternative 1: No-Action. This alternative consists of highway and transit systems existing as of year 2004, plus improvements programmed in the approved long range transportation plan.

Alternative 2: Transportation Systems Management. This alternative consists of low cost, reasonable and cost-

effective highway and transit system improvements within the I-15 Corridor that address the purpose and need.

Alternative 3: Highway-Only Improvements: Based on previous studies, this alternative consists of reconstructing existing interchanges; constructing 3-5 new interchanges; possibly including collector-distributor lanes from University Parkway to 920 South Provo; and widening I-15 from 6 to 8 general purpose lanes from the Salt Lake County line to the US-6 interchange in Spanish Fork.

Alternative 4: Transit-Only Improvements. This alternative consists of transit improvements paralleling I-15, including examining commuter rail, light rail, bus rapid transit, and managed lanes.

Alternative 5: Multimodal Improvements: This alternative consists of Alternative 3 (with possible modifications) plus transit improvements, including examining commuter rail, light rail, bus rapid transit, and managed lanes. This alternative could become multiple alternatives depending on alignment and mode.

IV. Probable Effects

Environmental issues to be examined in the Alternatives Analysis and in the EIS include: potential changes to the physical environment (natural resources, air quality, noise, water quality, geology, visual); changes in the social environment (land use, development, business and neighborhood disruptions); changes in traffic and pedestrian circulation; changes in transit service and patronage; associated changes in traffic congestion; and impacts on parklands and historic sites. Impacts will be identified both for the construction period and for the long-term operation of the alternatives. The proposed evaluation criteria include transportation, social, economic, and financial measures, as required by current federal (NEPA) environmental laws and current Council on Environmental Quality; FHWA and FTA guidelines.

To ensure that the full range of issues related to this proposed action will be addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to UDOT as noted above.

V. FHWA Procedures

The EIS for the I-15 Corridor Utah and Salt Lake counties will be prepared simultaneously with conceptual engineering. The EIS/conceptual

engineering process will address the potential use of federal funds for the proposed action, as well as assess the social, economic and environmental impacts of the alternatives.

After publication the Draft EIS will be available for public and agency review and comment, and public hearings will be held. Based on the Draft EIS comments received, UDOT will select a locally preferred alternative for further assessment in the Final EIS.

(Catalog of Federal and 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: August 27, 2004.

Jeffrey Berna,

Environmental Specialist, Salt Lake City, Utah

[FR Doc. 04-20018 Filed 9-1-04; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration, DOT.

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it is seeking renewal of the following currently approved information collection activities. Before submitting these information collection requirements for clearance by the Office of Management and Budget (OMB), FRA is soliciting public comment on specific aspects of the activities identified below.

DATES: Comments must be received no later than November 1, 2004.

ADDRESSES: Submit written comments on any or all of the following proposed activities by mail to either: Mr. Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington, DC 20590, or Ms. Debra Steward, Office of Information Technology and Productivity Improvement, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must