

will comply with local zoning and compatible land-use requirements. The other parcel was already sold to acquire noise compatibility land. The acquired land will remain undeveloped, but will still provide March Inland Port with revenue, which will be derived from the sale of multi-species habitat mitigation credits. The release will provide tangible benefits to the airport and serve the interest of civil aviation.

Issued in Hawthorne, California, on July 28, 2005.

**George Aiken,**

*Manager, Safety and Standards Branch,  
Airports Division, Western-Pacific Region.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice for Fresno Yosemite International Airport, Fresno, CA

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Fresno for Fresno Yosemite International Airport under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the noise exposure maps is July 6, 2005.

**FOR FURTHER INFORMATION CONTACT:** Camille Garibaldi, Environmental Protection Specialist, Federal Aviation Administration, Western Pacific Region, San Francisco Airports District Office, 831 Mitten Road, Suite 210, Burlingame, California 94010, Telephone: (650) 876-2778, extension 613.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Fresno Yosemite International Airport and supplemental information dated April 20, 2005, are in compliance with applicable requirements of part 150, effective July 6, 2005. Under 49 U.S.C. section 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a

description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by City of Fresno, California. The documentation that constitutes the "Noise Exposure Maps" as defined in section 150.7 of part 150 includes: Figure 27 "2004 Existing Conditions CNEL Contour," and Figure 28 "2009 Five-Year Forecast Conditions CNEL Contours." The Noise Exposure Maps contain current and forecast information including the depiction of the airport and its boundaries, the runway configurations, land uses such as residential, open space, commercial/office, community facilities, libraries, churches, open space, infrastructure, vacant and warehouse and those areas within the Community Noise Equivalent Level (CNEL) 65, 70 and 75 noise contours. Estimates for the number of people within these contours for the year 2004 are shown in Table 35. Estimates of the future residential population within the 2009 noise contours are shown in Table 36. Figure 11 displays the location of noise monitoring sites. Flight tracks for the existing and the five-year forecast Noise Exposure Maps are found in Figures 32, 33, 34, 35, 36 and 37. The type and frequency of aircraft operations (including nighttime operations) for the year 2004 are found in Tables 10, 11, 12, 13, 14, 15, 16, 17, 18, and 19. The type and frequency of aircraft operations (including nighttime operations) for the year 2009 are found in Tables 20, 21, 22, 23, 24, 25, 26, 27, 28, and 29. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on July 6, 2005.

FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were

developed in accordance with the procedures contained in appendix A of FAR part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,  
Community and Environmental Needs  
Division, APP-600, 800 Independence  
Avenue, SW., Washington, DC 20591.

Federal Aviation Administration,  
Western-Pacific Region, Airports  
Division, Room 3012, 15000 Aviation  
Boulevard, Hawthorne, California  
90261.

Federal Aviation Administration,  
Western-Pacific Region, San Francisco  
Airports District Office, 831 Mitten  
Roads, Burlingame, California 94010.

Kevin Meikle, Airport Development  
Manager, City of Fresno Airports,  
4995 East Clinton Way, Fresno,  
California 93727-1525.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Hawthorne, California on July 6, 2005.

**George Aiken,**

*Acting Manager, Airports Division, AWP-600, Western-Pacific Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[FTA Docket No. FTA-2005-22207]

#### 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 that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for approval. The **Federal Register** Notice with a 60-day comment period soliciting comments was published on June 8, 2005.

**DATES:** Comments must be submitted before September 26, 2005. 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:* 49 U.S.C. Section 3037 Job Access and Reverse Commute Programs (OMB Number: 2132-New).

*Abstract:* 49 U.S.C. Section 3037 Job Access and Reverse Commute Program authorizes the Secretary of Transportation to make grants to State and local governments and public transportation authorities to transport welfare recipients and other low-income individuals to and from jobs and activities related to employment. Grant recipients are required to make information available to the public and to publish a program of projects for affected citizens to comment on the proposed program and performance of the grant recipients at public hearings. Notices of hearings must include a brief description of the proposed project and be published in a newspaper circulated in the affected area. FTA uses the information to determine eligibility for funding and to monitor the grantees' progress in implementing and completing project activities. FTA also

collects grantee performance information annually. This collection activity is performed by a Web-based contractor, who electronically collects the grantee information and develops JARC information tables as needed. The information submitted ensures FTA's compliance with applicable Federal laws and OMB Circular A-102.

*Estimated Total Annual Burden:* 78,609 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 and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: FTA Desk Officer.

*Comments Are Invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued: August 22, 2005.

**Ann M. Linnertz,**

*Deputy Associate Administrator for Administration.*

[FR Doc. 05-16972 Filed 8-25-05; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-04-19854]

#### Pipeline Safety: Public Meeting on Integrity Management of Gas Distribution Pipelines

**AGENCY:** Office of Pipeline Safety, Pipeline and Hazardous Materials Safety Administration, DOT.

**ACTION:** Notice; public meeting.

**SUMMARY:** The Pipeline and Hazardous Materials Safety Administration (PHMSA) is sponsoring a public meeting on Enhancing Integrity Management of Gas Distribution Pipelines. The meeting will be held on September 21, 2005, in Dallas, Texas. At the meeting, PHMSA will discuss actions that have been underway this year to review the need for integrity management requirements for gas

distribution pipelines. The meeting also will provide discussion on the use of Excess Flow Valves in gas distribution safety lines as a technique for mitigating the consequences of service line incidents, and will provide the public an opportunity to give comments.

**DATES:** The public meeting will be held on Wednesday, September 21, 2005, from 8 a.m. to 4:15 p.m.

**ADDRESSES:** The meeting is open to all. There is no cost to attend. The meeting will be held at the Westin Park Central Hotel, 12720 Merit Drive, Dallas, TX 75251. The phone number for reservations is 1-972-851-2037 or 1-800-Westin1.

#### FOR FURTHER INFORMATION CONTACT:

Mike Israni, Office of Pipeline Safety, at 202-366-4571; [mike.israni@dot.gov](mailto:mike.israni@dot.gov), regarding subject matter of this notice. For information regarding meeting logistics please contact Veronica Garrison at 202-366-4996, [veronica.garrison@dot.gov](mailto:veronica.garrison@dot.gov).

**SUPPLEMENTARY INFORMATION:** This meeting follows a previous public meeting on this topic, held in Washington, DC, on December 16, 2004. This meeting will include briefings on the activities of a Distribution Integrity Management Phase 1 effort that is ongoing through 2005. This program involves a review of operating experience, current requirements, and practices. The Distribution Integrity Management Program (DIMP) team will develop information that PHMSA can consider in any subsequent rulemaking effort. The Phase 1 program involves work/study groups comprised of representatives of state pipeline safety regulators, the gas distribution industry, the public, and PHMSA. The preliminary agenda for this meeting includes briefings on the following topics:

- The need for improvement;
- Distinctions among gas distribution pipeline systems;
- Comments from the team of executives (industry, state regulators, and public) providing oversight of the Phase 1 program;
- The plan and process of the Phase 1 program; (including use of EFV as a technique for mitigating the consequences of service line incidents.)
- Major issues and approaches, including preliminary Phase 1 conclusions;
- Issues and cautions that must be considered in developing distribution integrity management requirements; and
- The views of industry and other stakeholders.