

enginedraftpolicyby.htm. If you do not have access to the Internet, you may request a copy of the proposed policies by contacting the individual listed under **FOR FURTHER INFORMATION CONTACT**. The FAA invites interested parties to comment on the proposed policies. Comments should identify the subject of the proposed policy and be submitted to the individual identified under **FOR FURTHER INFORMATION CONTACT**. The FAA will consider all comments received by the closing date before issuing the final policies.

Background

The certification of the propeller ice protection system involves an overlap between airplane and propeller requirements. The airplane is required to meet the icing requirements of parts 23 or 25, whereas the propeller is required to meet the applicable structural and durability requirements of part 35. This overlap in certification requirements between two certified products, airplanes and propellers, has led to confusion over the configuration and quality control responsibility for the certificate holders. For example a deicing system shown on a propeller type certificate data sheet does not mean that compliance with part 23 icing requirements was shown.

This proposed policy provides guidance for compliance with parts 21, 23, 25, and 35 of Title 14 of the Code of Federal Regulations. The proposed policy clarifies configuration and quality control responsibilities for certificate holders and parts suppliers involved with propeller ice protection systems. This proposed policy does not create any new requirements.

[Authority: 49 U.S.C. 106(g), 40113, 44701–44702, 44704.]

Issued in Burlington, Massachusetts, on October 15, 2004.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 04–23860 Filed 10–25–04; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Oconto & Marinette Counties, Wisconsin

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for transportation improvements on the U.S. 41 corridor from Oconto to Peshtigo in Oconto and Marinette Counties, Wisconsin. The environmental impact statement will be prepared in conformance with 40 CFR part 1500 and the FHWA regulations **FOR FURTHER INFORMATION CONTACT:** Mr. Johnny M Gerbitz, Field Operations Engineer, Federal Highway Administration, 567 D'Onofrio Drive, Madison, Wisconsin, 53719–2814; telephone: (608) 829–7500. You may also contact Mr. Eugene Johnson, Director, Bureau of Equity & Environmental Services, Wisconsin Department of Transportation, P.O. Box 7965, Madison, Wisconsin, 53707–7965; telephone: number (608) 266–9626.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded by using a computer, modem and suitable communications software from the Government Printing Offices' Electronic Bulletin Board Service at (202) 512–1661. Internet users may reach the Office of Federal Register's home page at: <http://www.archives.gov/> and the Government Printing Offices' database at: <http://www.gpoaccess.gov/nara/index.html>.

Background

The FHWA, in cooperation with the Wisconsin Department of Transportation, will prepare a Draft Environmental Impact Statement (EIS) on a proposal to provide capacity, safety and operational improvements on an approximate 21-mile (34-kilometer) portion of U.S. 41 between the cities of Oconto and Peshtigo in Oconto and Marinette Counties, including community bypasses at Oconto and Peshtigo.

FHWA's decision to prepare a draft EIS is based on the initial environmental assessment that indicates the proposed action is likely to have significant impacts on the environment including wetlands. The draft EIS will evaluate the social, economic, and environmental impacts of the alternatives including no build, improvements within the existing highway corridor, and improvements on new location.

Information describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, private agencies and organizations, and citizens who have

expressed or are known to have an interest in this proposal.

During environmental assessment activities, agency scoping and coordination was conducted with state and federal review agencies (including an inter-agency meeting in September 2004), and there was extensive coordination with local officials and Native American Tribes. Public information meetings were also conducted from 2002 to 2004 and two open forum public hearings were held in August 1999. Another public information meeting is planned following completion of the draft EIS. Public notice will be given of the time and place of the meeting and the draft EIS will be available for public and agency review and comment prior to the meeting. Coordination with state and federal review agencies will also continue throughout preparation of the draft EIS.

To ensure that the full range of issues related to this proposed action are addressed, and all substantive issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the draft EIS should be directed to FHWA or the Wisconsin Department of Transportation at the addresses provided under the heading **FOR FURTHER INFORMATION CONTACT**.

(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.)

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: October 20, 2004.

Johnny M Gerbitz,

Field Operations Engineer, Federal Highway Administration, Madison, Wisconsin.

[FR Doc. 04–23932 Filed 10–25–04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Waiver Petition Docket Number FRA–2004–18746]

Union Pacific Railroad Company; Notice of Extension of Comment Period

On August 10, 2004, FRA published a notice in the **Federal Register** announcing the Union Pacific Railroad Company's (UP) request to be granted a waiver of compliance from certain provisions of the Brake System Safety Standards for Freight and Other Non-

passenger Trains and Equipment; End of Train Devices, 49 CFR part 232, Freight Car Safety Standards, 49 CFR part 215, and Locomotive Safety Standards, 49 CFR part 299. See 69 FR 48558. Specifically, UP requests relief from the requirements of § 232.205 Class I Brake Test-Initial Terminal Inspection, § 232.409 Inspection and Testing of End-of-Train, § 215.13 Pre-departure Inspection, § 229.21 Daily Inspection.

UP requests that the above provisions of the Federal regulations be waived to permit run-through trains, that originate in Mexico and are interchanged with the UP at the Laredo, Texas Gateway, to operate into the interior of the United States without having to perform inspections at the U.S./Mexican border, provided that the trains receive proper inspections in Mexico by Transportacion Ferroviaria Mexicana (TFM), according to the standards prescribed in 49 CFR parts 232, 215, and 229. UP would maintain all records required by applicable regulations for ready access on the U.S. side of the border, for FRA inspections. In addition, TFM has provided written consent for FRA to conduct inspections of their facilities and inspection practices.

In response to comments received on the original notice, FRA issued a notice on August 31, 2004, granting the requests for a public hearing and extending the comment period to October 8, 2004. See 69 FR 54177 (September 7, 2004). A public hearing in this matter was conducted on October 1, 2004. Subsequent to the close of the comment period on October 8, 2004, a number of significant documents were added to the public docket. These include: new uncorrupted translation files from TFM; a letter from Congressman James L. Oberstar and 22 other members of Congress opposing the petition; and the transcript from the October 1, 2004, public hearing. FRA currently is in the process of reviewing and evaluating this new information as well as all the other previously submitted material and information. In order to provide interested parties an opportunity to review and potentially comment on this new information, FRA believes it is necessary to reopen the public docket in this matter and extend the comment period for a short period of time.

Accordingly, FRA is extending the comment period in this matter to November 10, 2004. All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA-2004-18746) and must be submitted to the Docket Clerk, DOT Docket Management

Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (volume 65, number 70; pages 19477-78). The Statement may also be found at <http://dms.dot.gov>.

Issued in Washington, DC on October 22, 2004.

Grady C. Cothen, Jr.,

Acting Associate Administrator for Safety.

[FR Doc. 04-24058 Filed 10-25-04; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA-2004-19452]

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 July 6, 2004.

DATES: Comments must be submitted before November 26, 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:* United We Ride State Coordination Grants (*OMB Number: 2132-0562*).

Abstract: The U.S. Departments of Transportation (DOT), Health and Human Services (HHS), Labor (DOL) and Education (DoED), have launched United We Ride (UWR), a five part initiative to enhance the coordination on human service transportation. UWR intends to break down the barriers between programs and set the stage for local and State partnerships that generate common sense solutions and deliver A-plus performance for those individuals who depend on transportation services to participate fully in community life. The UWR five initiatives include: (1) The Framework for Action, (2) A National Leadership Forum on Human Service Transportation Coordination, (3) State Leadership Awards, (4) State Coordination Grants, and (5) Help Along the Way.

The Congress and the Executive Branch are interested in ensuring that various human service transportation activities funded by various Federal programs are better coordinated. The General Accounting Office (GAO) issued a report on "Transportation Disadvantaged Populations" (June 2003) that identified 62 different Federal programs across eight Federal agencies that provide funding that may be used to support community transportation services.

The report points out that there are multiple public and private agencies that provide human service transportation in any one community, and services vary greatly in terms of eligibility requirements, hours or scope of operation, specific destinations and quality.

Given the multiplicity of programs and the significant dollar amounts spent, more effective coordination is needed to ensure better service to more people. This is especially true when Federal, State, and local budgets for human service activities are under extreme financial pressure.

As also indicated by GAO, many objectives have been achieved; however, the fragmentation and lack of coordination within supporting agencies continues to be a challenge. On February 24, 2004, President Bush signed an Executive Order Number 13330 on Human Service Transportation Coordination establishing the Federal Interagency Coordinating Council on Access and Mobility and requiring attention to the obstacles outlined by GAO.

The President's Executive Order requires agencies to identify and implement strategies for enhancing coordinated services within a one-year period. The United We Ride initiative