

identification of a preferred corridor location alternative; refinement of modal concepts; identification of preliminary segments of independent utility and identification of areas that may warrant corridor preservation. The Tier One EIS and subsequent record of decision, once issued, will not authorize construction of any portion of the proposed TTC-35 facility.

Documents prepared during Tier Two will retain the no-action alternative for consideration and comparison with the reasonable build alternatives, further refine the selected corridor, and would address site-specific details on project impacts, cost and mitigation measures; and would rely upon and utilize the environmental analysis in the Tier One EIS. Tier Two documents could be in the form of Environmental Assessments, Categorical Exclusions or EISs depending on the type, scope and complexity of proposed second tier projects.

As a priority element of the Trans-Texas Corridor system, the proposed TTC-35 facility is considered necessary to enhance the Texas transportation system by facilitating management of congestion in urbanized areas, improving safety of hazardous materials transport, and creating economic development opportunities.

Public scoping meetings will be held for the proposed project; however, dates for the meetings have not yet been determined. At least 30 days and 10 days prior to the public scoping meetings, notice of the meetings will be published in newspapers having general circulation in the project area. In addition to the public scoping meetings, letters describing the proposed action and soliciting comments to be considered during the scoping process will be sent to appropriate federal, state and local authorities as well as private organizations, individuals and stakeholders who have previously expressed or are known to have an interest in this proposal. Public meetings and a public hearing(s) will be held during appropriate phases of the project development process. Public notices will be given of the date, time, and location of each.

A second high priority Trans-Texas Corridor—the I-69 High Priority Corridor—is also under development and a Tier One EIS will be prepared for that facility. A separate Notice of Intent for that EIS was published in the **Federal Register** on January 15, 2004. Although the I-69 facility and TTC-35 are separate and distinct actions, with each having logical termini and independent utility, each of the proposed facilities shares the need to

terminate along the Texas-Mexico International Border or Texas Gulf Coast resulting in overlap of study areas. In the overlapping areas, care will be taken to closely coordinate the development of the two facilities in order to minimize duplication of effort and inconvenience to the public, resource agencies and other stakeholders. Both projects will be considered in the cumulative impacts analysis for each of the facilities.

To ensure that the full range of issues related to this proposed action is addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the Tier One EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal 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: January 26, 2004.

**Salvador Deocampo,**

*District Engineer, Austin, Texas.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[FTA Docket No. FTA-2004-17003]

#### 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 the intention of the Information Collection Request (ICR) for extension of the currently approved information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments was published on September 26, 2003.

**DATES:** Comments must be submitted before March 8, 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:* Americans with Disabilities Act (OMB Number: 2132-0555).

*Abstract:* On July 26, 1990, the President signed into law civil rights

legislation entitled, "The Americans with Disabilities Act of 1990" (ADA) (Pub. L. 101-336). It contains sweeping changes for individuals with disabilities in every major area of American life. One key area of the legislation addresses transportation services provided by public and private entities. Some of the requirements under the ADA are: (1) No transportation entity shall discriminate against an individual with a disability in connection with the provision of transportation service; (2) All new vehicles purchased by public and private entities after August 25, 1990, must be readily accessible to and usable by persons with disabilities, including individuals who use wheelchairs; (3) Public entities that provide fixed route transit must provide complementary paratransit services for persons with disabilities, who are unable to use the fixed route system, that is comparable to the level of service provided to individuals without disabilities; and (4) Transit authorities who are able to substantiate that compliance with all service criteria of the paratransit provisions would cause undue financial burden, may request a temporary time extension in implementing ADA complementary paratransit service.

On September 6, 1991, DOT issued a final rule implementing the transportation provisions of ADA (Title 49 CFR parts 27, 37, and 38), which includes the requirements for complementary paratransit service by public entities operating a fixed route system and the provision of nondiscriminatory accessible transportation service. The regulation sets forth the changes needed to fulfill the Congressional mandates to substantially improve access to mass transit service for persons with disabilities. Effective January 26, 1997, paratransit plans are no longer required. However, if FTA reasonably believes that an entity may not be complying with all service criteria, FTA may require an annual update to the entity's plan. In addition, all other ADA compliance requirements must still be satisfied. The information collected provides FTA with a basis for monitoring compliance. The public entities, including recipients of FTA funds, are required to provide information during triennial reviews, complaint investigations, resolutions of complaints, and compliance reviews.

*Estimated Total Annual Burden:* 36,000 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.

Dated: January 30, 2004.

**Ann M. Linnertz,**

*Special Projects Officer.*

[FR Doc. 04-2451 Filed 2-4-04; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[FTA Docket No. FTA-2004-17004]

#### 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 the intention the Information Collection Request (ICR) for extension of the currently approved information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments was published on September 9, 2003.

**DATES:** Comments must be submitted before March 8, 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:* Metropolitan and Statewide Transportation Planning (OMB Number: 2132-0529).

*Abstract:* The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) jointly carry out the federal mandate to improve urban and rural transportation. 49 U.S.C. 5303 and 23 U.S.C. 134 and 135 authorize the use of federal funds to assist Metropolitan Planning

Organizations (MPOs), states, and local public bodies in developing transportation plans and programs to serve the transportation needs of urbanized areas over 50,000 in population. The information collection activities involved in developing the Unified Planning Work Program (UPWP), the Metropolitan Transportation Plan, the Statewide Transportation Plan, the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP) are necessary to identify and evaluate the transportation issues and needs in each urbanized area and throughout every state. These products of the transportation planning process are essential elements in the reasonable planning and programming of federally funded transportation investments.

In addition to serving as a management tool for MPOs and state DOTs, the UPWP is used by both FTA and FHWA to monitor the transportation planning activities of those agencies. It is also needed to establish national outyear budgets and regional program plans, develop policy on using funds, monitor state and local compliance with national technical emphasis areas, respond to Congressional inquiries, prepare congressional testimony, and ensure efficiency in the use and expenditure of federal funds by determining that planning proposals are both reasonable and cost-effective. 49 U.S.C. 5303 and 23 U.S.C. 134(h) require the development of TIPs for urbanized, STIPs are mandated by 23 U.S.C. 235(f). After approval by the Governor and MPO, metropolitan TIPs in attainment areas are to be incorporated directly into the STIP. For nonattainment areas, FTA/FHWA must make a conformity finding on the TIPs before including them into the STIP. The complete STIP is then jointly reviewed and approved or disapproved by FTA and FHWA. These conformity findings and approval actions constitute the determination that states are complying with the requirement of 23 U.S.C. 235 and 49 U.S.C. section 5303 as a condition of eligibility for federal-aid funding. Without these documents, approvals and findings, capital and/or operating assistance cannot be provided.

*Estimated Total Annual Burden:* 314,900 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: January 30, 2004.

**Ann M. Linnertz,**

*Special Projects Officer.*

[FR Doc. 04-2452 Filed 2-4-04; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 2003-17015]

#### Nissan North America, Inc.; Petition for Exemption From Two-Fleet Rule Affecting Compliance With the Passenger Car Fuel Economy Standard

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

**ACTION:** Notice of receipt of petition and request for comments.

**SUMMARY:** This notice announces the receipt of a petition from Nissan North America, Inc. (Nissan) for exemption from the statutory requirement that a manufacturer's fleet of domestically-manufactured passenger automobiles must comply with the passenger automobile corporate average fuel economy (CAFE) standards separately from the manufacturer's fleet of non-domestically manufactured passenger automobiles. The statute requires the agency to grant this petition unless it determines that doing so would result in reduced employment in the U.S. related to motor vehicle manufacturing during the period of exemption.

**DATES:** Comments on this petition must be received by the agency by March 8, 2004.

**ADDRESSES:** The petition is available for public inspection in the docket whose number appears in the heading at the beginning of this notice. You may call the Docket Management System at (202) 366-0271 or you may visit the Docket Management System in Room PL-401, 400 Seventh Street, SW., Washington,