

have sufficient information to determine the land acquisition eligibility in accordance with § 158.15(b) and did not approve the land acquisition portion of the project.

Decision Date: December 29, 2003.

For Further Information Contact: G. Thomas Wade, Southwest Region Airports Division, (817) 222-5613.

Public Agency: Municipal Airport Authority, Fargo, North Dakota.

Application Number: 03-06-C-00-FAR.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in this Decision: \$12,469,848.

Earliest Charge Effective Date: July 1, 2004.

Estimated Charge Expiration Date: May 1, 2017.

Class of Air Carriers not Required To Collect PFC's: Air taxi/commercial operators filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Hector International Airport.

Brief Description of Projects Approved for Collection and Use:

PFC application.

Annual audits.

Administration of PFC.

Snow removal equipment front end loaders.

Continuous friction measuring equipment.

Runway sweeper.

Remove power line obstruction.

Security fence modifications.

Storm sewer modifications/rehabilitation.

Passenger terminal rehabilitation. Rehabilitate rotating beacon lower platform.

Electrical vault modification.

Wildlife hazard assessment.

Land acquisition.

General aviation apron.

Taxiway storm sewer.

Air carrier apron rehabilitation.

Runway 8/26 extension.

Access control system upgrade.

Reconstruct taxiway B and G2, relocate runway 31 threshold and construct G3, remove and replace security fencing along taxiway A, and preliminary engineering for the reconstruction of runway 17/35.

Reconstruction of runway 17/35.

Decision Date: December 29, 2003.

For Further Information Contact: Thomas T. Schauer, Bismarck Airports District Office, (701) 323-7380.

Amendments to PFC Approvals

Amendment No., City, State	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
*01-08-C-01-CLE Cleveland, OH	11/08/03	\$82,106,000	\$82,106,000	12/01/07	11/01/07
02-07-C-01-PBI West Palm Beach, FL	11/25/03	6,000,000	17,000,000	01/01/06	02/01/07
00-07-C-02-MCO Orlando, FL	11/26/03	187,429,617	189,271,854	08/01/08	09/01/08
02-09-C-02-MCO Orlando, FL	11/26/03	222,974,900	225,137,998	09/01/17	11/01/17
01-03-C-02-LFT Lafayette, LA	12/03/03	2,323,000	2,668,000	05/01/04	07/01/04
94-01-C-03-ATW Appleton, WI	12/12/03	950,551	689,967	09/01/00	02/01/96
98-03-C-02-ATW Appleton, WI	12/12/03	3,159,000	3,130,818	04/01/03	02/01/03
00-03-C-02-AOO Altoona, PA	12/23/03	223,570	135,270	10/01/04	08/01/02
03-04-C-01-EAT Wenatchee, WA	12/30/03	123,500	142,025	06/01/04	06/01/04

Note: The amendment denoted by an asterisk (*) includes a change to the PFC level charged from \$3.00 per enplaned passenger to \$4.50 per enplaned passenger. For Cleveland, OH, this change is effective on February 1, 2004.

Issued in Washington, DC. on February 27, 2004.

JoAnn Horne,

Manager, Financial Analysis and Passenger Facility Charge Branch.

[FR Doc. 04-5038 Filed 3-11-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Queens County, NY

AGENCY: Federal Highway Administration (FHWA), United States Department of Transportation (USDOT).

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for improvements to a

section of the Long Island Expressway (I-495), approximately 1,800 meters (5900 ft) in length, in the vicinity of its interchanges with the Van Wyck Expressway (I-678) and Grand Central Parkway (Route 907-M) in Queens County, New York. The EIS will study and document proposed roadway and bridge improvements, including the possible rehabilitation or replacement of six vehicular bridges and four pedestrian bridges. These changes are being considered to ensure structural integrity and extend the service life of existing bridges, and to improve traffic operations, and safety.

FOR FURTHER INFORMATION CONTACT:
Douglas Currey, Regional Director, New York State Department of Transportation, Region 11, Hunters Point Plaza, 47-40 21st Street, Long Island City, New York 11101
Telephone: (718) 482-4526, or
Robert Arnold, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, Room 719, Clinton Avenue and North Pearl Street, Albany, New York 12207, Telephone (518) 431-4125.

SUPPLEMENTARY INFORMATION: Pursuant to Title 23, Code of Federal Regulations, Part 771, Environmental Impact and Related Procedures, the FHWA, in cooperation with the New York State Department of Transportation (NYSDOT), will prepare an EIS in accordance with the National Environmental Policy Act (NEPA), on alternatives and modifications for the Long Island Expressway (LIE), the Van Wyck Expressway (VWE), and the Grand Central Parkway (GCP), in the area generally bounded by Main Street to the east, 108th Street to the west, and the connecting ramps and collector-distributor roads of the LIE interchange with the VWE and the GCP to the north and south.

The EIS will assess the potential impacts and costs associated with a range of build alternatives. In addition, it will consider a No Build Alternative that will serve as the baseline against which the other alternatives will be measured. The No Build Alternative includes only continued maintenance of the involved structures and roadways. It would not change their physical

configuration or correct design deficiencies.

At a minimum, the current project will examine three build alternatives that were identified in the Expanded Project Proposal (EOP). Build Alternative 1 would correct deficiencies on the existing bridges in the study area that would provide small changes to the physical configuration of the roadway. The alternative would not mitigate the problems related to traffic operations and safety. Build Alternatives 2 and 3 propose significant roadway modifications, including new and/or relocated ramp connections at the LIE-GCP interchange, improvements at the intersection of College Point Boulevard and the LIE service roads, and rehabilitation of existing bridges. Both Alternatives 2 and 3 will address the traffic operations and safety problems.

To ensure the full range of issues related to the proposed action are identified and addressed, a series of scoping activities will be conducted. Specific activities will include coordination with involved agencies, briefings and elected officials, community boards, and community groups. A Public Scoping Meeting is scheduled for Wednesday, May 5, 2004, at 6:30 p.m. at the Forest Hills High School Auditorium, 67-01 110 Street, Forest Hills, NY 11375. Information about the Scoping Meeting, including location, and agenda, will be provided through media releases and another notifications to interested groups. The meeting will provide the public with information about the project and an opportunity to assist in formulating the scope of the environmental studies to be conducted in the DEIS. Comments are invited from all interested parties. Oral and written comments on the project and the scope of the DEIS will be accepted at the meeting; comments can also be submitted in writing by mail or e-mail up to 30 days after the date of the scoping meeting. All written comments received by that date will be included in the official record of the meeting. Comments or questions concerning this proposed action and the DEIS should be directed to NYSDOT or FHWA at the addresses above.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, local agencies and to private organizations and citizens who have previously expressed interest in this proposal. A series of public information meetings will be held in Queens County, New York between July 2004 and April 2006. In addition, a Public Hearing will be held after publication of the DEIS to obtain comments on the document.

Public notice will be given of the time and place of the DEIS Public Housing. (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities, apply to this program.)

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Robert Arnold,

Division Administrator, Federal Highway Administration, Albany, New York.

[FR Doc. 04-5622 Filed 3-11-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. MC-F-21005]

Coach USA, Inc.—Intra-Corporate Family Transaction Exemption

Coach USA, Inc. (Coach), a noncarrier, has filed a verified notice of exemption under the Board's class exemption procedures at 49 CFR 1182.9. Under the proposed transaction, Coach will transfer equal shares of Coach USA Administration, Inc. (Coach Administration), a noncarrier subsidiary of Coach that is incorporated in Nevada, to two United Kingdom (UK) entities, SCUSI Limited and SCOTO Limited, noncarriers that currently are general partners in Stagecoach Nevada, Coach's current immediate parent company. Subsequently, Stagecoach Nevada will transfer its shares in Coach to Coach Administration. Thereafter, SCOTO Limited will transfer all of its Coach Administration shares to SCUSI Limited. As a result of the transaction, the structure of Coach will be simplified, leaving SCUSI Limited as the owner of Coach Administration which will be the sole immediate owner of Coach.

The transaction is scheduled to be consummated on March 10, 2004.¹

The purpose of the transaction is to adjust the current debt levels of Coach to a more sustainable level and to concentrate the holdings of the shares of Coach into a single noncarrier UK entity, thereby creating a simpler single direct holding in the United States.

This is a transaction within a corporate family of the type specifically exempted from prior review and

approval under 49 CFR 1182.9. Coach states that the transaction will not result in adverse changes to the subsidiary motor companies' service levels, significant operational changes, or a change in the competitive balance with motor passenger carriers outside the corporate family. Coach also states that, to consummate this transaction, it will enter into (1) a Stock Purchase Agreement to sell its shares in Coach Administration to SCUSI Limited and SCOTO Limited, and (2) an Assignment and Assumption Agreement and First Amendment to Loan Facility, in which Coach, as the lender, allows the change in the identity of the borrower under the Loan Facility from Stagecoach Nevada to Coach Administration. Coach further states that the motor passenger carriers involved in this transaction will remain unchanged by these transactions and that these transactions will have no effect upon Coach employees or the employees of the motor passenger carriers owned by Coach.

If the verified notice contains false or misleading information, the Board shall summarily revoke the exemption and require divestiture. Petitions to revoke the exemption under 49 U.S.C. 13541(d) may be filed at any time. See 49 CFR 1182.9(c).

An original and 10 copies of all pleadings, referring to STB Docket No. MC-F-21005, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on David H. Coburn, Steptoe & Johnson LLP, 1330 Connecticut Avenue, NW., Washington, DC 20036.

Board decisions and notices are available on our Web site at www.stb.dot.gov.

Decided: March 4, 2004.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 04-5381 Filed 3-11-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34478]

Union Pacific Railroad Company—Temporary Trackage Rights Exemption—The Burlington Northern and Santa Fe Railway Company

The Burlington Northern and Santa Fe Railway Company (BNSF) has agreed to grant temporary overhead trackage

¹ In its verified notice, Coach initially proposed consummation on February 19, 2004, the effective date of the exemption (7 days after the exemption was filed). By letter filed on March 2, 2004, Coach states that the closing date for the transaction was rescheduled to March 10, 2004.