

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.

The FAA has formally received the noise compatibility program for Collin County Regional Airport, also effective on November 1, 2005. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before April 30, 2006.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,  
Texas Airports Development Office,  
2601 Meacham Blvd., Fort Worth, Texas

76137. Collin County Regional Airport, 1500 E. Industrial Blvd., Suite 118, McKinney, Texas 75069.

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

Issued in Fort Worth, Texas, November 1, 2005.

**Kelvin L. Solco,**

*Manager, Airports Division.*

[FR Doc. 05-22522 Filed 11-10-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: San Diego County, CA

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**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 a proposed highway project in San Diego County, California.

**FOR FURTHER INFORMATION CONTACT:** Steve Healow, Project Development Engineer, Federal Highway Administration, 650 Capitol Mall, Suite 4-100, Sacramento, California 95814-4708, Telephone: (916) 498-5849, or Jason A. Reynolds, Environmental Analysis-Branch A, at the California Department of Transportation, District 11, 2829 Juan Street, MS 46, San Diego, California 92110, Telephone: (858) 616-6609.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the California Department of Transportation will prepare an environmental Impact Statement (EIS) on a proposed project to upgrade and improve operations on State Route 76, from the vicinity of Melrose Drive to the vicinity of south Mission Road, in San Diego County, California. The proposed improvements would address traffic flow and safety issues by building additional traffic lanes, upgrade the roadway to current design standards, and improve intersections. These improvements are considered necessary to provide for the increase in existing and projected traffic demand. Preliminary alternatives under consideration include: (1) Taking no action; (2) construct improvements along the existing roadway; (3) construct a new alignment to the south; (4) construct a split facility utilizing the existing roadway and the proposed Southern route.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal.

During future project development, prior to draft EIS circulation, a public scoping meeting may be held if significant new circumstances or information arise which bear on the proposed project or its impacts. A public hearing will be held after publication of the draft EIS. Public notice will be given regarding the time and place of the hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

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

Issued on: October 19, 2005.

**Steve Healow,**

*FHWA Project Development Engineer,  
Sacramento, California.*

[FR Doc. 05-22514 Filed 11-10-05; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Elderly Individuals and Individuals With Disabilities Pilot Program

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice; Solicitation of Proposals to Participate in the Elderly Individuals and Individuals with Disabilities Pilot Program.

**SUMMARY:** This solicitation is for proposals from states that would like to use a portion of their Section 5310 Elderly Individuals and Individuals with Disabilities Program funds for operating expenses.

**DATES:** Complete proposals must be submitted to FTA by the close of business December 14, 2005.

**ADDRESSES:** Proposals must be submitted electronically to [cheryl.oliver@fta.dot.gov](mailto:cheryl.oliver@fta.dot.gov) and [marymartha.churchman@fta.dot.gov](mailto:marymartha.churchman@fta.dot.gov). The subject line of the e-mail should read: Proposal for Section 5310 Pilot Program.

**FOR FURTHER INFORMATION:** Contact Cheryl Oliver, Office of Program

Management, (202) 366-2053, e-mail: [cheryl.oliver@fta.dot.gov](mailto:cheryl.oliver@fta.dot.gov).

#### SUPPLEMENTARY INFORMATION:

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- II. Guidelines for Preparing and Submitting Proposals
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#### I. General Program Information

##### A. Authority

The Elderly Individuals and Individuals with Disabilities Pilot Program is authorized under Section 3012(b) of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU). This section establishes a pilot program allowing seven states to use not more than 33 percent of their FY 2006–2009 Section 5310 Elderly Individuals and Individuals with Disabilities Program annual apportionments for operating costs associated with transportation projects planned, designed, and carried out to meet the special needs of elderly individuals and individuals with disabilities. Four of the seven states are named in SAFETEA-LU: Wisconsin, Alaska, Minnesota, and Oregon. Three other states will be selected to participate in the pilot program from among the proposals submitted in response to this solicitation. All states wishing to use not more than 33 percent of their annual Section 5310 apportionments, including those states named in the legislation, must submit a proposal.

##### B. Background

Section 5310 Elderly Individuals and Individuals with Disabilities Program funds have historically been available only for capital purposes. Funds have traditionally been used for purchasing vehicles, although some states use Section 5310 funds for contracted service, eligible as a capital expense under the program in order to assess the feasibility of using Section 5310 for operating purposes. The Elderly Individuals and Individuals with Disabilities Pilot Program allows operating expenses to be funded on a limited basis. Seven states may use a portion of their FY 2006–2009 Section 5310 annual apportionments for operating expenses.

##### C. Eligible Applicants

Each of the four states named in SAFETEA-LU (Wisconsin, Alaska, Minnesota, and Oregon) and any other states interested in using not more than

33 percent of their Section 5310 funds for operating must submit a proposal. Any of the states named in the legislation that choose to use none of their Section 5310 funds for operating purposes need only submit a statement to that effect by the proposal deadline.

##### D. Eligible Expenses

Operating expenses are considered those costs directly related to system operations, such as fuel, oil, driver and dispatcher salaries and fringe benefits, and licenses. Net operating expenses are those expenses that remain after operating revenues are subtracted from eligible operating expenses. At a minimum, operating revenues must include fare-box revenues. States may further define what constitutes operating revenues. Fare-box revenues include fares paid by riders who are later reimbursed by a human service agency, or other user-side subsidy arrangements.

##### E. Matching Requirements

The Federal share for net operating expenses may not exceed 50 percent. All local and state revenues generally are eligible for inclusion in the local match with the exception of farebox and farebox-related revenues. Federal funds (other than Department of Transportation funds, with the exception of Federal lands highway funds) that are eligible to be expended for transportation may be used to match Section 5310 funds. Payments made directly to the transit provider by human service agencies may also be used as match.

##### F. Proposal Evaluation Criteria

Proposals from the states identified in SAFETEA-LU (Wisconsin, Alaska, Minnesota, and Oregon), as well as all other states interested in using not more than 33 percent or less of their funds for operating expenses, will be evaluated on the degree to which the state has undertaken initiatives that advance coordination, such as:

- Conducted a statewide assessment of current needs, resources and services related to human service transportation using the United We Ride Framework for Action.
- Developed action plans that improve coordination of human service transportation for individuals with disabilities, older adults, and persons with lower incomes.
- Implemented a statewide interagency transit pass program.
- Conducted statewide seminars/conferences to establish statewide dialogue that leads to effective action

steps for future coordination of human service transportation issues.

- Developed a statewide regionalized coordination system.
- Replicated a successful model in one or more communities across the state (*i.e.*, transit pass program; volunteer driver; travel training; etc.).
- Integrated technology to address the needs of coordination on human service transportation, including real time eligibility, accountability, billing, and reporting.
- Developed and tested a mobility management strategy.

##### G. Program Requirements

Grants made for projects that include operating expenses are subject to Federal requirements that apply to all grants made under the Section 5310 program, including the new requirement that all projects funded under the program were derived from a locally developed, coordinated public transit-human services transportation plan; and the plan was developed through a process that included representatives of public, private, and nonprofit transportation and human services providers with participation by the public. This planning requirement is not in effect for the Section 5310 Elderly Individuals and Individuals with Disabilities Program until FY 2007. SAFETEA-LU includes this provision under Section 3012(b) as well, but does not specify the year in which this requirement goes into effect for the Elderly Individuals and Individuals with Disabilities Pilot Program. Applicants for Section 5310 pilot program funds must therefore meet the requirement in FY 2006. In FY 2006, applicants can meet the requirement by certifying that projects funded that include operating expenses were the result of a consultative process that included public participation. In the coming months, FTA will provide further guidance on the local planning process required under the Section 5310 Elderly Individuals and Individuals with Disabilities Program and the Elderly Individuals and Individuals with Disabilities Pilot Program in FY 2007.

Successful applicants allowed to using a portion of their Section 5310 funds for operating expenses will be expected to collect data necessary to support the report to Congress that FTA must submit within two years of enactment of SAFETEA-LU. FTA will issue more guidance in the coming months on the types of data to be collected, as well as the method to be used for transmitting the data to FTA, to the states participating in the pilot. The

data will be used to evaluate the degree to which funds are used for operating purposes that:

- (1) Subsidize existing paratransit service provided to meet the requirements of the Americans with Disabilities Act of 1990 (ADA);
- (2) Provide services to persons with disabilities that exceed those required by the ADA;
- (3) Provide services to individuals with disabilities that exceed those required by the ADA to the detriment of other eligible projects;
- (4) Assist elderly individuals;
- (5) Assist persons with disabilities;
- (6) Serve a wider range of elderly individuals, individuals with low-incomes, and individuals with disabilities;
- (7) Improve services to elderly individuals and individuals with disabilities;
- (8) Expand the range of transportation alternatives available to elderly individuals and individuals with disabilities; and
- (9) Facilitate or discourage coordination with or integration of other funding sources.

## II. Guidelines for Preparing and Submitting Proposals

FTA is conducting a national solicitation for proposals from states wishing to participate in the Elderly Individuals and Individuals with Disabilities Pilot Program. FTA will grant authority for three states, in addition to those named in SAFETEA-LU, to use not more than 33 percent of their annual Section 5310 apportionment for operating expenses related to the program in FY 2006 through FY 2009. States will be selected to participate on a competitive basis. Proposals should be submitted electronically to:

*cheryl.oliver@fta.dot.gov* and *marymartha.churchman@fta.dot.gov*. Proposals must be received by FTA no later than December 14, 2005. The state agency designated by the Governor to administer the Section 5310 program will submit a proposal that includes:

### 1. Applicant Information

Basic identifying information, including:

- a. Agency
- b. Contact information for notification of project selection: Contact name, address, fax and phone number

### 2. Project Information

Every application must:

- a. Provide the proportion of funds that the state intends to use for operating expenses (not more than 33 percent) for

each year of the authorization period (fiscal years 2006–2009);

b. Document sources of funds likely to be used to match FTA funds used for operating purposes;

c. Include a narrative portion (not more than 8 pages, double-spaced) that addresses the state's achievements in advancing coordination of public transit-human services transportation, as described in paragraph F, Proposal Criteria, and how the state expects to further enhance coordinated transportation services as a result of using some of their Section 5310 funds for operating expenses.

## III. Proposal Review, Selection, and Notification

FTA will evaluate proposals based on the degree to which a state has advanced coordination of public transit-human services transportation and the degree to which they believe using a portion of their Section 5310 funds for operating expenses will further enhance coordination efforts.

FTA expects to announce states selected to participate in the pilot program in the **Federal Register** Notice of FTA Fiscal Year 2006 Apportionments, Allocations, and Program Information, or in a subsequent notice. The seven states selected will be eligible to participate in the pilot program through FY 2009.

Issued on: November 7, 2005.

**Jennifer L. Dorn,**  
*Administrator.*

[FR Doc. 05–22524 Filed 11–10–05; 8:45 am]

**BILLING CODE 4910–57–P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

#### Agency Information Collection Activities; Proposals, Submissions, and Approvals

**AGENCY:** Surface Transportation Board.

**ACTION:** 30-day notice that seven existing collections from Class I Railroads are under review by the Office of Management and Budget (OMB), and request for comments: Class I Railroad Annual Report; Quarterly Report of Revenues, Expenses, and Income—Railroads; Quarterly Condensed Balance Sheet—Railroads; Report of Railroad Employees, Service, and Compensation; Monthly Report of Number of Employees of Class I Railroads; Annual Report of Cars Loaded and Cars Terminated; and Quarterly Report of Freight Commodity Statistics.

**SUMMARY:** The Surface Transportation Board (Board) gives notice that the Board has submitted to OMB a request for review and clearance of the seven existing collections listed above, in accordance with the Paperwork Reduction Act of 1995, 44 U.S.C. 3501 *et seq.* (PRA). For the most part, these collections continue current Board reporting requirements without revision. As described below, a minor revision has been made to Collection No.1, Class I Railroad Annual Report. OMB control numbers were obtained in the past, but have expired, for six of the seven information collections that are the subject of this request. The Board previously published a notice about these collections in the **Federal Register** on May 19, 2005 at 70 FR 28979. That notice allowed for a 60-day public review and comment period. No comments were received.

The purpose of the current notice is to allow an additional 30 days for public comment to satisfy the requirements of the PRA, 44 U.S.C. 3507(b). Comments are requested concerning each collection as to (1) whether the particular collection of information described below is necessary for the proper performance of the functions of the Board, including whether the collection has practical utility; (2) the accuracy of the Board's burden estimates; (3) ways to enhance the quality, utility, and clarity of the information collected; and (4) ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology, when appropriate. Submitted comments will be considered by OMB prior to approval of the proposed collection.

**DATES:** Written comments are due by December 15, 2005.

**ADDRESSES:** Written comments should be identified as "Paperwork Reduction Act Comments, Surface Transportation Board, and should refer to the title of the specific collection(s) commented upon. These comments should be directed to the Office of Management and Budget, Office of Information and Regulatory Affairs, Attention: Surface Transportation Board Desk Officer, Room 10235, 725 17th Street, NW., Washington, DC 20503.

**FOR FURTHER INFORMATION CONTACT:** For additional information or copies of the information collection(s) contact Scott Decker, (202) 565–1531. [Federal Information Relay Service (FIRS) for the hearing impaired: (800) 877–8339.]