

Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

FOR FURTHER INFORMATION CONTACT: A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street, SW., Suite 6050, Washington, DC 20416.

SUPPLEMENTARY INFORMATION: The notice of the Presidential disaster declaration for the State of Texas, dated 06/29/2007 is hereby amended to include the following areas as adversely affected by the disaster:

Primary Counties:

Guadalupe, Henderson, Nueces, Van Zandt, Walter, and Zavala.

Contiguous Counties:

Texas: Aransas, Comal, Freestone, Gonzales, Grimes, Hunt, Jim Wells, Kaufman, Kinney, Kleberg, Madison, Montgomery, Navarro, Rains, San Jacinto, Trinity, and Wilson.

All other information in the original declaration remains unchanged.

(Catalog of Federal Domestic Assistance Numbers 59002 and 59008)

Roger B. Garland,

Acting Associate Administrator for Disaster Assistance.

[FR Doc. E7-16191 Filed 8-16-07; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2007-28992]

Agency Information Collection Activities: Notice of Request for Extension of Currently Approved Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of request for extension of currently approved information collection.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for renewal of an existing information collection that is summarized below under

SUPPLEMENTARY INFORMATION. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by October 16, 2007.

ADDRESSES: You may submit comments identified by DOT DMS Docket Number FHWA-2007-28992 by any of the following methods:

Web Site: <http://dms.dot.gov>. Follow the instructions for submitting comments on the DOT electronic docket site.

Fax: 1-202-493-2251.

Mail: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590.

Hand Delivery: U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Greg Wolf, 202-366-4655, Office of Program Administration, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 7:30 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Emergency Relief Funding Applications.

OMB Control #: 2125-0525.

Background: Congress authorized in Title 23, United States Code, Section 125, a special program from the Highway Trust Fund for the repair or reconstruction of Federal-aid highways and roads on Federal lands which have suffered serious damage as a result of natural disasters or catastrophic failures from an external cause. This program, commonly referred to as the Emergency Relief or ER program, supplements the commitment of resources by States, their political subdivisions, or other Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions. The applicability of the ER program to a natural disaster is based on the extent and intensity of the disaster. Damage to highways must be severe, occur over a wide area, and result in unusually high expenses to the highway agency. Examples of natural disasters include floods, hurricanes, earthquakes, tornadoes, tidal waves, severe storms, and landslides. Applicability of the ER program to a catastrophic failure due to an external cause is based on the criteria that the failure was not the result of an inherent flaw in the facility but was sudden, caused a disastrous impact on transportation services, and resulted in

unusually high expenses to the highway agency. A bridge suddenly collapsing after being struck by a barge is an example of a catastrophic failure from an external cause. The ER program provides for repair and restoration of highway facilities to pre-disaster conditions. Restoration in kind is therefore the predominate type of repair expected to be accomplished with ER funds. Generally, all elements of the damaged highway within its cross section are eligible for ER funds. Roadway items that are eligible may include: Pavement, shoulders, slopes and embankments, guardrail, signs and traffic control devices, bridges, culverts, bike and pedestrian paths, fencing, and retaining walls. Other eligible items may include: Engineering and right-of-way costs, debris removal, transportation system management strategies, administrative expenses, and equipment rental expenses. This information collection is needed for the FHWA to fulfill its statutory obligations regarding funding determinations for ER eligible damages following a disaster. The regulations covering the FHWA ER program are contained in 23 CFR Part 668.

Respondents: 50 State Transportation Departments, the District of Columbia, Puerto Rico, Guam, American Samoa, Northern Mariana Islands, and the Virgin Islands.

Estimated Average Annual Burden: The respondents submit an estimated total of 30 applications each year. Each application requires an estimated average of 250 hours to complete.

Estimated Total Annual Burden Hours: Total estimated average annual burden is 7,500 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on: August 13, 2007.

James R. Kabel,

Chief, Management Programs and Analysis Division.

[FR Doc. E7-16194 Filed 8-16-07; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Collier County, FL

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 Collier County, Florida.

FOR FURTHER INFORMATION CONTACT: BSB Murthy, Transportation Engineer, Federal Highway Administration, 545 John Knox Road, Suite 200, Tallahassee, Florida 32303, Telephone 850-942-9650.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Florida Department of Transportation, will prepare an EIS for a proposal to connect the proposed State Road (SR) 29 in Collier County, Florida. The proposed roadway improvement will consist of increasing capacity on SR 29 between Oil Well Road and SR 82, a distance of approximately 17 miles. The proposed project involves evaluating the widening of the existing two-lane undivided segment of SR 29 to four lanes, as well as the study of an alternative route that bypasses downtown Immokalee.

The expansion of SR 29 between Oil Well Road and SR 82 is identified as a needs project within the Collier County Metropolitan Organization (MPO) 2030 Long Range Transportation Plan (LRTP) and is consistent with Collier County's adopted Growth Management Plan. This capacity improvement is intended to accommodate travel demand generated by population and employment growth, as well as approved development in the project study area. In addition, this improvement is anticipated to enhance emergency evacuation capacity and traffic circulation. This enhancement will improve the circulation of goods, as SR 29 serves as a key intrastate freight corridor providing access to local agriculture and ranching operations, as well as to freight activity centers located in central Florida and populated coastal areas.

Alternatives under consideration include (1) Taking no action; (2) widen existing SR 29 from two to four lanes beginning at Oil Well Road and ending at SR 82, and (3) a new alignment within the project study area that bypasses downtown Immokalee.

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 expressed interest in this proposal.

A series of public meetings and a public hearing are planned in Collier County between December 2007 and January 2010. Public notice will be given of the time and place of the meetings and hearing. The Draft EIS will be made available for public and agency review and comment. Two sets of formal scoping meetings are planned between November 2007 and December 2008 that will involve affected government agencies, interested groups, and the public. One set of meetings will address purpose and need, and the second set will address alternatives selection.

To ensure that the full range of issues related to the proposed action is addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to 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 inter-governmental consultation on Federal programs and activities apply to this program.)

Issued on: August 7, 2007.

James Christian,

Assistant Division Director, Tallahassee, Florida.

[FR Doc. 07-4017 Filed 8-16-07; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Travis County, TX

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: Pursuant to 40 CFR 1508.22 and 43 TAC 2.5(e)(2), the FHWA and Texas Department of Transportation (TxDOT) are issuing this notice to advise the public that an Environmental

Impact Statement (EIS) will be prepared for a proposed transportation project on United States Highway (US) 290 from State Highway (SH) 130 to Farm-to-Market Road (FM) 973, about 3.2 miles, in Travis County, Texas. Areas within the cities of Manor and Austin are included in the study area.

FOR FURTHER INFORMATION CONTACT: Mr. Salvador Deocampo, District Engineer, District A, Federal Highway Administration (FHWA), Texas Division, 300 East 8th Street, Rm 826, Austin, Texas 78701, Telephone 512-536-5950.

SUPPLEMENTARY INFORMATION: The proposed roadway is listed in the Capital Area Metropolitan Planning Organization (CAMPO) Mobility 2030 Plan (the long-range transportation plan) as a six-lane tolled freeway. The need for the US 290 project has resulted from rapid population growth in the project area and in surrounding areas in recent years, which is expected to further increase well into the foreseeable future. It is anticipated that this population growth will result in increased levels of vehicular traffic, with a corresponding increase in traffic accidents, a decrease in the roadway's traffic handling capability, and a decline in the functionality of the roadway as part of an area-wide transportation system. The purpose of the proposed project is to increase capacity and improve mobility in the roadway corridor while enhancing safety and system interconnectivity, in compliance with the adopted CAMPO *Mobility 2030 Plan*. The EIS will evaluate a range of alternatives, including the alternative of no action.

The EIS will evaluate potential impacts from construction and operation of the proposed roadway including, but not limited to, the following: Transportation impacts (construction detours, construction traffic, and mobility improvement), air quality and noise impacts from construction equipment and operation of the facilities, water quality impacts from construction area and roadway storm water runoff, impacts to waters of the United States including wetlands from right-of-way encroachment, impacts to historic and archeological resources, impacts to floodplains, and impacts and/or potential displacements to residents and businesses, land use, vegetation, wildlife, aesthetic and visual resources, socioeconomic resources, and cumulative impacts.

Public involvement is a critical component of the project development process and will occur throughout the planning and study phases. Public