

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Tri-State Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On August 23, 2004, the FAA determined that the application to impose and use the revenue from a PFC submitted by Tri-State Airport Authority was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than December 7, 2004.

The following is a brief overview of the application.

*PFC application No.:* 04-05-C-00-HTS.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* December 1, 2007.

*Proposed charge expiration date:* December 1, 2011.

*Total estimated PFC revenue:* \$436,233.

Brief description of proposed project(s):

- Taxiway A Rehabilitation
- Water System Rehabilitation
- Acquire Friction Measuring Equipment
- Aircraft Rescue & Fire Fighting (ARFF) Building Rehabilitation
- Airfield Drainage Rehabilitation
- Passenger Facility Charge (PFC) Preparation
- Terminal Building Renovations and Loading Bridge
- Relocate and Replace Rotating Beacon
- Acquire Snow Removal Equipment (2 Plows, 1 Cab Over Truck)
- Air Carrier Apron Rehabilitation
- General Aviation Apron Rehabilitation

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Non-Scheduled/On Demand Air Carrier Operators filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional airports office located at: 1 Aviation Plaza, Airports Division, AEA-610, Jamaica, New York 11434.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Central West Virginia Regional Airport Authority.

Issued in Beckley, West Virginia on August 24, 2004.

**Larry F. Clark,**

*Manager, Beckley ADO, Eastern Region.*

[FR Doc. 04-20255 Filed 9-3-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Riverside County, CA

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public of its intent to prepare a Draft Environmental Impact Statement for a proposed realignment of State Route 79, from Domenigoni Parkway to Gilman Springs Road, in the cities of Hemet and San Jacinto, the community of Winchester and unincorporated Riverside, County, California.

**FOR FURTHER INFORMATION CONTACT:** Tay Dam, Senior Project Development Engineer, Federal highway Administration, 888 South Figueroa, Suite 1850, Los Angeles, California, 90017. Telephone: (213) 202-3954. E-mail: [tay.dam@fhwa.dot.gov](mailto:tay.dam@fhwa.dot.gov) (and) Hideo Sugita, Deputy Executive Director, Riverside County Transportation Commission, P.O. Box 12008, Riverside, California 92502-2208. Telephone: (951) 787-7141. E-mail: [hsugita@rctc.org](mailto:hsugita@rctc.org).

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the California Department of Transportation, District 8, and the Riverside County Transportation Commission, will prepare an Environmental Impact Statement (EIS) to realign State Route (SR) 79 1.2 miles south of Domenigoni Parkway to Gilman Springs Road. The proposed realignment corridor to be evaluated is located east of the existing SR 79, through the community of Winchester, and west of the existing route as it passes through Hemet and San Jacinto.

A range of alignment alternatives will be analyzed in the EIS/EIR. Alignment alternatives in the western, central and eastern portions of the project area were identified through an alternatives analysis process described in detail in the Project Criteria and Alternatives Selection for Preliminary Agreement, dated June 22, 2004. These alignment alternatives will be analyzed. The western alignment begins at the southern project limit along Winchester

Road, approximately 1.2 miles south of Domenigoni Parkway. It continues north, crossing Domenigoni Parkway and Salt Creek Channel, 0.5 mile east of Winchester Road. The alignment then turns east and parallels Florida Avenue on the south before turning north, paralleling and then crossing the San Diego Canal near Esplanade Avenue. North of Esplanade Avenue, the western alignment continues in a northeast direction and splits into two (2) potential alignments, one following Odell Avenue and one paralleling the Casa Loma Canal, before reconnecting immediately south of the intersection of Sanderson Avenue and North Ramona Boulevard. The western alignment then continues north on Sanderson Avenue and crosses Ramona Expressway to the San Jacinto River.

The central alignment begins at the southern project limit along Winchester Road and continues in a northeast direction crossing Domenigoni Parkway and continuing east, paralleling Salt Creek Channel. It then travels north, east of the San Diego Canal. North of Devonshire Avenue, the central alignment will occur on top of Warren Road, west of Tres Cerritos Hills to Seventh Street. The alignment then heads northeast to parallel the Casa Loma Canal to Sanderson Avenue. Then the central alignment continues north, east of Sanderson Avenue, crosses Ramona Expressway to the northern project limit immediately south of San Jacinto River. The eastern alignment begins at the southern project limit along Winchester Road and continues north, turning northeast after crossing the Salt Creek Channel. The alignment continues northeast paralleling the railroad tracks until Sanderson Avenue. Northeast of the Hemet-Ryan Airport, the eastern alignment turns north in the vicinity of Sanderson Avenue. The alignment continues north along Sanderson Avenue and crosses Ramona Expressway to the San Jacinto River.

The above-described alignment alternatives will be further refined through efforts conducted under the National Environmental Policy Act (NEPA)/Section 404 of the Clean Water Act Memorandum of Understanding integrating the two processes, incorporating comments from the public scoping process, as well as analysis in technical studies. In addition to the build alternatives, a no-build alternative also will be analyzed in the EIS as required by NEPA. 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 previously have expressed, or are

known to have, an interest in this project. A scoping meeting will be held for this project in Hemet on Wednesday, September 29, 2004, at the James Simpson Memorial Center, 305 East Devonshire Avenue, beginning at 6:30 p.m. and in San Jacinto on Wednesday, October 6, 2004, at the San Jacinto Unified School District conference room, 2045 San Jacinto Avenue, beginning at 6:30 p.m. Project documents and information are available for review on the project Web site located at: <http://www.sr79project.info>. The Web site contains project information and will be updated as the project progresses.

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

(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)

Issued on: August 31, 2004.

**Maiser Khaled,**

Director, Project Development & Environment, Federal Highway Administration, Sacramento, California.  
[FR Doc. 04-20214 Filed 9-3-04; 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 Public Hearing and 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 Part 215, and *Locomotive Safety Standards*, 49 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 CFR Parts 232, 215, and 229. The Texas Mexican Railway (TexMex) 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.

FRA has received comments from both the Brotherhood of Locomotive Engineers (BLE) and the Brotherhood of Railway Carmen (BRC) requesting a 90-day extension of the comment period. In addition, BLE has requested an oral public hearing. This notice grants both of these requests. However, FRA does not believe it is necessary to extend the comment period for the full 90 days, as requested. At this time, FRA is extending the comment period to one week beyond the date of the public hearing. If information received at the public hearing warrants the need to extend the comment period further, a separate notice will be published indicating such extension.

Accordingly, a public hearing is hereby set to begin at 9 a.m. on October 1, 2004 at the Federal Railroad Administration, 1120 Vermont Avenue NW., Washington, D.C. 20005, in the 7th floor conference room. Interested parties are invited to present oral statements at this hearing. The hearing will be informal and will be conducted in accordance with FRA's Rules of Practice (49 CFR Part 211.25) by a representative designated by FRA. FRA's representative will make an opening statement outlining the scope of the hearing, as well as any additional procedures for the conduct of the hearing. The hearing will be a non-adversarial proceeding in which all interested parties will be given the opportunity to express their views regarding this waiver petition without cross-examination. After all initial statements have been completed, those persons wishing to make a brief rebuttal statements will be given an opportunity to do so in the same order in which initial statements were made.

In addition, FRA is extending the comment period to October 8, 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 August 31, 2004.

**Grady C. Cothen, Jr.,**

Acting Associate Administrator for Safety.  
[FR Doc. 04-20251 Filed 9-1-04; 2:46 pm]  
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## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

[REG-106012-98]

#### Proposed Collection; Comment Request for Regulation Project

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning an existing final regulation, REG-106012-98 (TD 8936), Definition of Contribution