

advisory committees and the qualifications of persons who have been recommended to serve. The collection provides uniform data for each individual and enables DOT to comply with the Federal Advisory Committee Act (Pub. L. 92-463) (5 U.S.C. App.) which requires that advisory committee membership be balanced.

A number of DOT'S advisory committees were created by statute and have statutory requirements for education, experience, or expertise. The data collection enables DOT to comply with such membership requirements, by providing information from which officials may determine which individuals meet specific qualification standards for particular advisory committees and for particular positions within a committee. In fact, some statutory committees require very narrow and specific expertise for each position on the committee, which can be ascertained by reviewing the Advisory Committee Candidate Biographical Information Request form.

Finally, the data collection allows officials to retain a file of interested applicants. As vacancies occur on specific advisory committees, the applications and qualifications can be reviewed for possible placement.

In the absence of the data collection, officials would have to contact by telephone or by letter each person who expressed an interest or who was recommended for an advisory committee position to determine his/her interest, education, experience, or expertise. This would be a more time-consuming and costly data collection effort which would have to be repeated if the individual were to be considered at a later time for vacancies on other advisory committees.

Respondents: Individuals who have contacted DOT to indicate an interest in appointment to an advisory committee and individuals who have been recommended for membership on an advisory committee. Only one collection is expected per individual.

Estimated Number of Respondents per year: 100.

Average Annual Burden per Respondent: 15 minutes.

Estimated Total Burden on Respondents Per Year: 25 hours.

This information collection is available for inspection at the Office of the Executive Secretariat, Room 10205, Office of the Secretary, DOT, at the above address.

Comments are invited on: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, (b) the accuracy of the Department's

estimate of the burden of the proposed information collection; and (c) ways to minimize the burden and enhance the quality of the collection.

All responses to this notice will be summarized and included in the request for OMB approval. All comments will also become a matter of public record.

Issued in Washington, DC, on August 18, 1999.

Jamie Shell Williams,

Director, Executive Secretariat.

[FR Doc. 99-21920 Filed 8-23-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of currently approved collections. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 1, 1999 64 FR 29404-29405.

DATES: Comments must be submitted on or before September 23, 1999. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Airplane Operator Security, 14 CFR Part 108

Type of Request: Extension of a currently approved collection

OMB Control Number: 2120-0098

Form(s): FAA Form 1650-17

Affected Public: Air Carriers

Abstract: 14 CFR Part 108 requires new air carriers to adopt and carry out a security program and develop necessary implementing documentation. 14 CFR Part 108 also requires air carriers with approved security programs to check radiation leakage on x-ray equipment at least annually and maintain security training records.

Estimated Annual Burden Hours: 7,966 burden hours annually.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: FAA 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 in Washington, DC, on August 18, 1999.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 99-21928 Filed 8-23-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Henry, Lucas, Wood, and Fulton Counties, Ohio

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 will be prepared for a proposed highway project in Henry, Lucas, Wood, and Fulton Counties, Ohio.

FOR FURTHER INFORMATION, CONTACT: Dan Dobson, Field Operations Engineer, Federal Highway Administration, 200 N. High Street, Room 328, Columbus, Ohio 43215, Telephone: (614) 280-6853.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Ohio Department of Transportation, will prepare an Environmental Impact Statement (EIS) for a proposal to improve transportation in the U.S. 24 corridor, from Napoleon to Toledo, in Henry, Lucas, Wood, and Fulton Counties, Ohio. The existing U.S. 24 facility is 25.3 miles in length within the study area. The study area extends generally from the eastern limits of the city of Napoleon in Henry County eastward through Lucas County to I-475

in the Toledo metropolitan area, and includes the extreme southeastern corner of Fulton County, and that portion of Wood County bounded generally by State Route 582 on the south, I-75 on the east, and I-475 on the north. At the western terminus near Napoleon, U.S. 24 is a four-lane, limited-access, divided highway for the first 0.5 miles, where it tapers to a two-lane section, just east of the TR 10 intersection. The two-lane section continues for the next 22.2 miles, until it crosses Dutch Road, just east of Waterville. There, it widens again to a four-lane, limited-access, divided highway for the last 2.6 miles.

This project is part of the "Fort to Port" corridor, identified in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) as one of 21 High Priority Corridors on the National Highway System. Further, in its statewide long-range transportation plan, the State of Ohio identified the U.S. 24 corridor, from the Indiana state line to Toledo, as a "macro-corridor," defined as "those corridors of statewide significance upon which rests the economic vitality of Ohio." At the eastern terminus, the city of Toledo is an internationally significant intermodal hub. Efficient connections to the Port of Toledo, the Toledo Express Airport, and the I-75/I-80/I-90 highway system are critical to the economic future of northwestern Ohio and northeastern Indiana.

A feasibility study was previously conducted within the Fort to Port corridor to evaluate the deficiencies of the existing route, create a program and schedule for the plan development process, develop a capital cost estimate for improvement, and summarize the impact of the proposed improvements on the regional economy. The study divided the 81-mile Fort to Port corridor into three planning sections for study. Each planning section is independent of the other two. Based principally on existing and projected traffic volumes, resulting capacity problems, accident rates, and increased truck traffic, the section of U.S. 24 that is the subject of this EIS, from Napoleon to Toledo, was made the first priority for development.

Alternatives will be developed that will address capacity, level of service, and safety deficiencies. It is expected that alternative solutions may consist of different alignments that diverge significantly from the existing corridor in some sections. The alternatives may also include improving and widening the existing roadway.

FHWA, ODOT, and other local agencies invite participation in defining the alternatives to be evaluated in the

EIS, and any significant social, economic, or environmental issues related to the alternatives. Information describing the purpose of the project, the proposed alternatives, the areas to be evaluated, the citizen involvement program, and the preliminary project schedule are available on the project's web site (<http://www.usrt24.com>).

Coordination with concerned federal, state, and local agencies will be conducted at four established concurrence points in ODOT's preliminary development process. The first public meetings will be held June 2 and 3, 1999.

Coordination will be continued throughout the study with federal, state, and local agencies, and with private organizations and citizens who express or are known to have interest in this proposal. The draft EIS will be available for public and agency review and comment prior to the official public hearing. To ensure that the full range of issues relating 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 EIS should be sent 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 18, 1999.

Mr. Dan Dobson,

Field Operations Engineer, Federal Highway Administration, Columbus, Ohio.

[FR Doc. 99-21955 Filed 8-23-99; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Over-the-Road Bus Accessibility Program Announcement of Project Selection

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice.

SUMMARY: The U.S. Department of Transportation (DOT) Federal Transit Administration (FTA) announces the selection of projects under the Over-the-road Bus (OTRB) Accessibility Program, authorized by Section 3038 of the Transportation Equity Act for the 21st Century (TEA-21). The OTRB Accessibility Program makes funds available to private operators of over-

the-road buses to finance the incremental capital and training costs of complying with DOT's over-the-road bus accessibility final rule, published in a **Federal Register** Notice on September 24, 1998. In the first year of implementation, \$2 million was available for providers of intercity fixed-route services.

SUPPLEMENTARY INFORMATION:

Projects Selected for Fiscal Year 1999 Funding

A total of \$2.8 million was requested by 20 applicants around the nation. Project selections were made on a competitive basis, with 11 projects selected for funding as follows:

Peter Pan Bus Lines, Springfield, MA	\$101,000
Adirondack Transit Lines, Kingston, NY	150,000
Shortline (Hudson Transit Bus), Mahwa, NJ	150,000
Capitol Bus (Capitol Trailways of PA), Harrisburg, PA	102,293
Carl Bieber Tourways, Kutztown, PA	130,000
Frank Martz Coach, Wilkes Barre, PA	54,545
Jefferson Lines, Minneapolis, MN	107,280
Peoria Charter Coach, Peoria, IL	17,250
Greyhound, Dallas, TX	1,056,707
Burlington Trailways, West Burlington, IA	91,000
Northwestern Stage Lines, Spokane, WA	29,925
Total	1,990,000

The nine projects that were not selected for funding in this first year of implementation will be eligible to apply for funding next year. In addition to the \$2 million that will be available for intercity fixed-route providers in FY 2000, an additional \$1.7 million will be available for providers of other over-the-road bus services, such as commuter, charter and tour.

Eligible project costs may be incurred by awardees prior to final grant approval. The incremental capital cost for adding wheelchair lift equipment to any new vehicles delivered on or after June 9, 1998, the effective date of the Transportation Equity Act for the 21st Century, is eligible for funding under the over-the-road bus accessibility program.

Applicants selected for funding may be contacted by FTA regional offices if any additional information is needed before grants are made. The grant applications will be sent to the U.S. Department of Labor (DOL) for certification under the labor protection