

by Codes 3.8.2 and 3.8.3 of the Subsidiary Arrangements for delivery of these reports to State for transmission by State to the IAEA within the time limits stipulated in Codes 3.8.2 and 3.8.3 DOE shall also be responsible for the monitoring function called for in footnote 3 of Code 3.8 of the Subsidiary Arrangements and for reporting, at least annually, to State the results of such monitoring.

P. Role of These Procedures and Their Modification

(1) Scope. These procedures are for the purpose of interagency coordination and shall not affect the internal coordination mechanism of any agency. These procedures establish requirements solely applicable to certain agencies of the United States Government, rather than individuals, and, accordingly, are not rules within the meaning of the Administrative Procedure Act.

(2) Amendment. These procedures may be amended from time to time by the ISC.

Dated: January 16, 1998.

Richard J. K. Stratford,

*Director, Office of Nuclear Energy Affairs,
Bureau of Political-Military Affairs, United States Department of State.*

[FR Doc. 98-3381 Filed 2-10-98; 8:45 am]

BILLING CODE 4710-25-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Portland International Jetport, Portland, ME

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a Passenger Facility Charge at Portland International Jetport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before March 13, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation

Administration, Airport Division, 12 New England Executive Park, Burlington, Massachusetts 01803.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Thomas F. Valleau, Director, Transportation and Waterfront Department at the following address: Portland International Jetport, 1001 Westbrook Street, Portland, Maine, 04102.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Portland under section 158.23 of Part 158 of the Federal Aviation Regulations.

FOR FURTHER INFORMATION CONTACT:

Priscilla A. Scott, PFC Program Manager, Federal Aviation Administration, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803, (617) 238-7614. The application may be reviewed in person at 16 New England Executive Park, Burlington, Massachusetts.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a Passenger Facility Charge (PFC) at Portland International Jetport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On January 29, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Portland was substantially complete within the requirements of section 158.25 of Part 158 of the Federal Aviation Regulations. The FAA will approve or disapprove the application, in whole or in part, no later than April 29, 1998.

The following is a brief overview of the impose and use application.

PFC Project #: 98-02-C-00-PWM.

Level of the proposed PFC: \$3.00.

Charge effective date: November 1, 1998.

Estimated charge expiration date: October 1, 2002.

Estimated total net PFC revenue: \$6,887,241.

Brief description of project: Reconstruct Aircraft Parking Apron, Acquisition of Passenger Loading Bridges, Acquisition of Flight Information Display Systems, Reconstruction of Airport Access Road and Construction of Canopy, PFC Application Costs.

Class or classes of air carriers which the public agency has requested not be

required to collect PFCs: On demand Air Taxi/Commercial Operators (ATCO) that (1) do not enplane or deplane passengers at the airport's main passenger terminal building and (2) enplane less than 200 passengers per year at the airport, and (3) file FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Portland International Jetport, 1001 Westbrook Street, Portland, Maine, 04120.

Issued in Burlington, Massachusetts on February 4, 1998.

Vincent A. Scarano,

Manager, Airports Division, New England Region.

[FR Doc. 98-3426 Filed 2-10-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration and Federal Transit Administration

Environmental Impact Statement: Denver, Arapahoe, and Douglas Counties

AGENCY: Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent and public scoping meetings.

SUMMARY: The FHWA and FTA are jointly issuing this notice to advise the public that an environmental impact statement will be prepared for the proposed transportation improvements in the Southeast Corridor of the Denver metropolitan area.

FOR FURTHER INFORMATION CONTACT:

Mr. Vincent P. Barone, FHWA Colorado Division, 555 Zang Street, Room 250, Denver, Co 80228, Telephone: (303) 969-6730, extension 369

Mr. David L. Beckhouse, FTA Region VIII, 216 16th Street Mall, Suite 650, Denver, CO 80202, Telephone (303) 844-3242

SUPPLEMENTARY INFORMATION: The FHWA and FTA, in cooperation with the Colorado Department of Transportation (CDOT), hereby give notice that they intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for transportation improvements in the Southeast Corridor of the Denver metropolitan area. This EIS will

evaluate the No Build, and a Light Rail Transit alternative (including highway improvements and transportation management solutions) in the I-25 Southeast Corridor study limits from Broadway to Lincoln Avenue, which includes I-225 from I-25 to Parker Road, and determine the estimated costs and potential impacts associated with each. CDOT will be the local lead agency for the preparation of the EIS. The EIS also will satisfy the requirements of the 1999 Clean Air Act Amendments. Scoping will be accomplished through coordination with affected parties, organizations, federal, state and local agencies and through three public meetings which will be held from 5:00 p.m. to 8:00 p.m. at the following locations and dates:

Tuesday, March 31, 1998, Castlewood Public Library, 6739 South Uinta Street, Denver, CO 80112

Thursday, April 2, 1998, Most Precious Blood Catholic School, 2250 South Harrison, Denver, CO 80210

Tuesday, April 7, 1998, Hebrew Educational Alliance, 3600 South Ivanhoe, Denver, CO 80237

A 45-day scoping period will begin on March 4, 1998 and conclude on April 17, 1998. Written comments on the scope of the alternatives and impacts to be considered must be received by CDOT by April 17, 1998.

Written comments on project scope should be sent to:

Mr. Robert Sakaguchi, Region 6 Planning and Environmental Manager
CDOT, 2000 South Holly Street,
Denver, CO 80222 Telephone: (303) 757-9818

or

Mr. John Basner, Region 6 South Area Program Engineer, CDOT, 2000 South Holly Street, Denver, CO 80222,
Telephone: (303) 757-9387

FHWA, FTA, CDOT, and other local agencies invite interested individuals, organizations, and federal, state and local agencies to participate in defining the alternatives to be evaluated in the EIS and identifying any significant social, economic, or environmental issues related to the alternatives. An information packet describing the purpose of the project, the proposed alternatives, the areas to be evaluated, the citizen involvement program, and the preliminary project schedule will be developed. These scoping materials may be requested by contacting Mr. Robert Sakaguchi, Region 6 Planning and Environmental Manager, or Mr. John Basner, Region 6 South Area Program Engineer, at the address and phone numbers above. Scoping comments may be made verbally at the public scoping

meetings or in writing. The public will receive notices on location and time of the scoping meetings through newspaper advertisements and individual correspondence.

To ensure that a full range of issues related to this proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. If you wish to be placed on the mailing list to receive further information as the project develops, contact Mr. Robert Sakaguchi, or Mr. John Basner, as previously described.

The proposed action is consistent with the recently completed Southeast Corridor Major Investment Study. It begins at approximately I-25 and Broadway and proceeds south and southeast to Lincoln Avenue following the general alignment of I-25. Also included is a segment along I-225 from I-25 to Parker Road. The proposed action excludes any proposed roadway improvements near I-25 from 6th Avenue to approximately the Logan Street crossing, including the I-25 interchanges at Alameda, Santa Fe, and Broadway. Transit and highway improvements are intended to alleviate traffic congestion in the Southeast Corridor, address safety problems and help achieve regional air quality goals by providing an alternative to the single occupant vehicle.

The alternatives to be evaluated include the following. The No-Build alternative will serve as the baseline for environmental analysis and consists of the existing transit and highway systems and all projects contained in the federally approved Transportation Improvement Program (TIP) for the Denver metropolitan area. The Light Rail Transit (LRT) alternative will generally use the I-25 right-of-way between Broadway and Lincoln Avenue, and the I-225 right-of-way between I-25 and Parker. This alternative, designed to accommodate future transportation needs, also includes improvements to the highway, transportation systems management, and pedestrian facilities in the study area.

FHWA, FTA, and CDOT will evaluate all significant social, economic, and environmental impacts of the alternatives. The primary areas of examination will include transit ridership, the capital outlays needed to construct the recommended alternative, the cost of operating and maintaining facilities created by the project, and the financial requirements on the funding agencies. Environmental and social impacts to be evaluated in the analysis include land use and neighborhood impacts, traffic and parking impacts

near stations, visual impacts, hazardous material impacts, impacts on cultural and paleontological resources, and noise and vibration impacts. Impacts on natural areas, threatened and endangered species, air and water quality, groundwater, and geological forms will also be covered. The impacts will be evaluated both for the construction period and for the long-term period of operation. Measures to mitigate significant adverse impacts will be developed.

In accordance with the Federal Transit Act, as amended, and FHWA and FTA policy, the draft EIS will be prepared with required engineering design studies necessary to complete the document. After its publication, the draft EIS will be available for public and agency review and comment, and a public hearing will be held. On the basis of the Draft EIS and the comments received, a preferred alternative will be selected and preparation of the Final EIS and Record of Decision will proceed.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: February 5, 1998.

Ronald A. Speral,

*Environmental/ROW Program Manager
Colorado Division
Federal Highway Administration,
Lakewood, Colorado.*

Louis F. Mraz, Jr.,

*Regional Administrator,
Federal Transit Administration,
Region VIII
Denver, Colorado.*

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Additional Interchanges to the Interstate System

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of policy statement.

SUMMARY: This document issues a revision of the FHWA policy statement regarding requests for added access to the existing Interstate system. The policy includes guidance for the justification and documentation needed for requests to add access (interchanges and ramps) to the existing Interstate System. The policy statement was