

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Final Environmental Impact Statement; Colorado Airspace Initiative (CAI)**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Availability and Intent to Adopt the Final Environmental Impact Statement for the Colorado Airspace Initiative.

SUMMARY: Notice is hereby given that the Federal Aviation Administration (FAA) is recirculating and intends to adopt the Final Environmental Impact Statement (FEIS) prepared by the Air National Guard (ANG) for the modification of existing, and the establishment of new military airspace areas in Colorado, hereinafter known as the Colorado Airspace Initiative (CAI). The proposed actions assessed in the FEIS are substantially the same as the new military training airspace area that the ANG has asked the FAA to designate.

FOR FURTHER INFORMATION CONTACT: Mr. William J. Marx, Manager, Environmental Programs Division (ATA-300), Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591 (202) 267-9367.

SUPPLEMENTARY INFORMATION: As provided in 40 CFR 1506.3 and FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts, the FEIS of another Federal Agency may be adopted in accordance with the procedures in 40 CFR 1506.3. Under 40 CFR 1506.3(b), if the actions covered by an EIS and the actions proposed by another Federal agency are substantially the same, the agency adopting another agency's statement is not required to recirculate it except as a final statement. The FAA has determined that the proposed action of modifying existing and establishing new military training airspace areas over the State of Colorado is substantially the same as the actions considered in the ANG's FEIS. FAA staff has independently reviewed the ANG FEIS to determine if it is current and that FAA NEPA procedures have been satisfied. FAA has determined that the FEIS adequately assesses and discloses the potential environmental impacts of the proposed action. FAA staff concluded that, after mitigation measures are taken into consideration, the existing airspace can be modified and new military training airspace can be established with no significant impacts on environmental resources.

The proposal will modify existing and establish new military training airspace areas over the State of Colorado. The ANG has requested this action to respond to changes in readiness training requirements. The requirements are reflected in specific United States Air Force regulations for military aircraft and personnel operating in the affected airspace. Additionally, this action responds to the changes in commercial aircraft arrival and departure corridors required for operation of the new Denver International Airport.

The ANG evaluated the environmental impacts of the CAI in its document, Final Environmental Impact Statement for the Colorado Airspace Initiative, August 1997 (FEIS). The preferred alternative was also the environmentally preferred alternative in the FEIS. The preferred alternative was modified in response to concerns raised by private citizens, government agencies, and various public interest groups. The ANG changed its proposal to narrow the widths of portions of corridors of four military training routes and withdrew one route. Subsequently, the ANG issued a Record of Decision (ROD) on October 28, 1997, approving the preferred alternative as modified. The ANG then submitted the FEIS to the FAA with its application for airspace approval.

In furtherance of CEQ regulations, in addition to the executive summary of the ANG FEIS, the FAA is recirculating the following information: (1) The ANG's ROD; (2) a summary of public comments submitted during the aeronautical review and responses to the comments; and (3) a summary of the refinements the ANG made in the ROD to the preferred alternative after the ANG FEIS was issued.

Any person may obtain a copy of the ANG FEIS, ROD and the above-reference information by submitting a request to: Air National Guard Readiness Center, Program Manager, CAI EIS, ANGRC/CEVP, 3500 Fetchet Avenue, Andrews Air Force Base, MD 20762-5157.

Written comments may be sent to the address below, and are due by Friday, May 28, 1999: Federal Aviation Administration, Environmental Programs Division, Air Traffic Airspace Management Program, Attn.: Elizabeth Gaffin, rm. 422, 800 Independence Ave., SW., Washington, DC 20591.

Issued in Washington, DC, on April 21, 1999.

William J. Marx,

Manager, Environmental Programs Division.
[FR Doc. 99-10555 Filed 4-26-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****Environmental Impact Statement on Transportation Improvements in the Primary Transportation Corridor of the City and County of Honolulu, Hawaii**

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of Intent to Prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA), in cooperation with the City and County of Honolulu Department of Transportation Services (DTS), intends to prepare an environmental impact statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for proposed transportation improvements in the Primary Transportation Corridor of the City and County of Honolulu. The transportation improvements are being defined in conjunction with a Major Investment Study (MIS), which will include the NEPA scoping process and the selection of alternatives to be addressed in the EIS. The EIS will evaluate a no-build condition, transportation system management, and bus rapid transit and light rail transit options, plus any additional alternatives that emerge from the scoping process. Scoping will be accomplished through correspondence and discussions with interested persons, organizations, and federal, State and local agencies, and through a public meeting.

DATES: Comments Due Date: Written comments on the scope of alternatives and impacts to be considered should be sent to Ms. Cheryl D. Soon at the address in the ADDRESSE section by May 24, 1999.

Scoping Meeting: DTS will conduct a public scoping meeting on Tuesday, May 11, 1999 from 6:30 p.m. to 8:30 p.m. at the Washington Middle School Cafeteria, 1633 South King Street, Honolulu, Hawaii.

ADDRESSES: Written comments on the project scope should be sent to Ms. Cheryl D. Soon, Director, Department of Transportation Services, City and County of Honolulu, 711 Kapiotani Boulevard, Suite 1200, Honolulu, Hawaii 96813. The scoping meeting will be at the location stated above.

FOR FURTHER INFORMATION CONTACT: Mr. Robert E. Horn, Director, Office of Planning and Program Development, Federal Transit Administration, Region IX, (415) 744-3133.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA and DTS invite written comments on the scope of the study until May 24, 1999.

During scoping, comments should focus on identifying specific social, economic, or environmental impacts to be evaluated and suggesting alternatives that are less costly or less environmentally damaging, which achieve similar objectives. Comments should focus on the issues and alternatives for analysis, and not on a preference for a particular alternative individual preference for a particular alternative should be communicated during the comment period for the Draft EIS. If you wish to be placed on the mailing list to receive further information as the project continues, contact Ms. Cheryl D. Soon (see ADDRESSES above). A scoping packet describing the alternatives proposed is available from Mr. Kenneth Hamayasu at (808) 527-6978. This packet will also be sent to federal, state, and local agencies that may have an interest in the scope of the study.

DTS will invite federal, State, and local agencies and the public to attend the scoping meeting described previously (see DATES above). The roles of the Federal Highway Administration and other agencies will be decided during scoping. The meeting will be advertised in MidWeek. Comments will be invited on the alternatives to be addressed and the environmental, social, and economic impacts to be analyzed. People with special needs should call Ms. Jovie Yoshioka at 808-531-7094. The building used for the scoping meeting is accessible to persons with disabilities.

II. Description of Study Area and its Transportation Needs

The Primary Transportation Corridor is located in the City and County of Honolulu along the southern coast of the island of Oahu. It extends from Kapolei on the west end of the island, past Pearl Harbor, Honolulu International Airport, and downtown Honolulu to the University of Hawaii at Manoa (UH). The east-west length of the Corridor is approximately 23 miles. The north-south width is no more than four miles because the Koolau Mountain Range bounds much of the Corridor to the north and the coastline bounds the Corridor to the south. The Corridor includes the highest density and largest employment areas on the island and in the State. The western portion of the Corridor is less dense, but is designated as the "Secondary Urban Center" by the State and City and County to encourage

well planned residential and employment growth at a single location outside the Primary Urban Center.

Freeways, highways, streets and a 525-vehicle bus system are currently the basic transportation components responsible for the movement of people and goods on Oahu. All types of vehicles, such as public and private transit services, bicycles and pedestrians, utilize the existing roadway network. The bus system, called TheBus, provides islandwide coverage on 80 routes, and carries approximately 80 million passengers annually.

III. Alternatives

The alternatives under consideration include a No-Build Alternative, an Enhanced Bus/Transportation System Management (TSM) Alternative, a Bus Rapid Transit (BRT) Alternative, and a Light Rail Transit (LRT) Alternative with several alignment options. These alternatives will be developed further during the preparation of the Draft EIS.

No-Build Alternative

The No-Build Alternative will include existing transit and highway facilities and committed transportation projects to the year 2020. Committed projects are those programmed in the Oahu Regional Transportation Improvement Plan (TIP) Amendment No. 3, FY 1998-FY 2000. Highway components in the No-Build Alternative will also be included in the build alternative. The No-Build Alternative's transit components will include a bus transit system structured generally the same as the current system, but with an increase in fleet size to accommodate growth so that service frequencies would be the same as today.

Enhanced Bus/Transportation System Management (TSM) Alternative

The Enhanced Bus/TSM Alternative would provide a restructured bus system based on a hub-and-spoke route network, and low-cost capital improvements on existing roadway facilities, such as bus prioritization at signalized intersections, bus bypass lanes at spot locations, and semi-exclusive bus lanes on certain arterial street segments.

Bus Rapid Transit (BRT) Alternative

The BRT Alternative would consist of a hub-and-spoke transit system modified to focus service on additional transit facilities that provide priority treatments for transit. The transit facilities include expansion of the existing zipper lane on the H-1 Freeway that would include PM contraflow operations; semi-exclusive bus lanes on major arterial roadways; redesigned

ramps; transit centers at strategic locations; and an LRT or electrically-powered bus line from Downtown Honolulu to Waikiki.

Light Rail Transit (LRT) Alternative

An LRT alternative being considered would include an LRT line from Pearl City to the UH via Kamehameha Highway, Middle Street, King Street, Kapiolani Boulevard, and University Avenue. An alternative to this line would use Salt Lake Boulevard, Puuloa Road, Kamehameha Highway, Dillingham Boulevard and King Street. A possible third LRT alternative would utilize the same alignment as the first LRT option, except the limits would be from Middle Street to UH. In addition, all the LRT alternatives would include many of the transit priority treatments of the BRT alternative, such as the expansion of the H-1 zipper lane.

Highway Elements

Some of the build alternatives could include a Sand Island Bypass and a Nimitz Parkway, projects intended to connect Honolulu with the ocean. The relationship of these projects with the transit project will be explored during scoping, in cooperation with FHWA and the State of Hawaii Department of Transportation.

IV. Probable Effects

Issues and impacts to be considered during the study include potential changes to: the physical environment (air quality, noise, water quality, aesthetics, etc.); the social environment (land use, development, neighborhoods, etc.); parklands and historic resources; transportation system performance; capital, and operating and maintenance costs; and financial resources available and financial impact on the City and County. Portions of the Corridor are listed on the National Register of Historic Places, so potential impacts on standing structures and historic districts (i.e., noise, vibration, aesthetics, etc.) will be important. Vehicular/pedestrian circulation, parking and in-street operation of buses and streetcars are key considerations.

Evaluation criteria will include consideration of the local goals and objectives established for the study, measures of effectiveness identified during scoping, and criteria established by FTA for "New Start" transit projects.

V. FTA Procedures

The Draft EIS for the Primary Corridor Transportation Project will be prepared simultaneously with conceptual engineering for the alternatives. The Draft EIS/conceptual engineering

process will assess the social, economic, and environmental impacts of the proposed alternatives while refining their design to minimize and mitigate any adverse impacts. After its publication, the Draft EIS will be available for public and agency review and comment, and a public hearing will be held. Based on the Draft EIS and comments received, the City will select a preferred alternative to be further detailed in the Final EIS. The Final EIS will be based on information resulting from preliminary engineering.

Issued on: April 21, 1999.

Leslie T. Rogers,

Regional Administrator.

[FR Doc. 99-10554 Filed 4-26-99; 8:45 am]

BILLING CODE 4910-57-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Transfer of Federally Assisted Land or Facility

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to transfer Federally assisted land or facility.

SUMMARY: Section 5334(g) of the Federal Transit Laws, as codified, 49 U.S.C. ee 5301, *et seq.*, permits the Administrator of the Federal Transit Administration (FTA) to authorize a recipient of FTA funds to transfer land or a facility to a public body for any public purpose with no further obligation to the Federal Government if, among other things, no Federal agency is interested in acquiring the asset for Federal use. Accordingly, FTA is issuing this Notice to advise Federal agencies that the Brockton Area Transit Authority intends to transfer approximately 54,067 square feet of land situated within the central business district of Brockton, Massachusetts, behind the southeasterly intersection of Crescent and Main Streets.

EFFECTIVE DATE: Any Federal agency interested in acquiring the land or facility must notify the FTA Region I Office of its interest by May 27, 1999.

ADDRESSES: Interested parties should notify the Regional Office by writing to Richard H. Doyle, Regional Administrator, Federal Transit Administration, 55 Broadway, Room 921, Cambridge, MA 02142.

FOR FURTHER INFORMATION CONTACT: Richard N. Cole, Director of Operations and Program Management at 617/494-2395; or Pat Berkley, FTA Headquarters Office of Program Management at 202/366-6470.

SUPPLEMENTARY INFORMATION:

Background

49 U.S.C. Section 5334(g) provides guidance on the transfer of capital assets. Specifically, if a recipient of FTA assistance decides an asset acquired under this chapter at least in part with that assistance is no longer needed for the purpose for which it was acquired, the Secretary of Transportation may authorize the recipient to transfer the asset to a local governmental authority to be used for a public purpose with no further obligation to the Government.

49 U.S.C. Section 5334(g)(1)

Determinations:

The Secretary may authorize a transfer for a public purpose other than mass transportation only if the Secretary decides:

(A) The asset will remain in public use for at least 5 years after the date the asset is transferred;

(B) There is no purpose eligible for assistance under this chapter for which the asset should be used;

(C) The overall benefit of allowing the transfer is greater than the interest of the Government in liquidation and return of the financial interest of the Government in the asset, after considering fair market value and other factors; and

(D) Through an appropriate screening or survey process, that there is no interest in acquiring the asset for Government use if the asset is a facility or land.

Federal Interest in Acquiring Land or Facility

This document implements the requirements of 49 U.S.C. Section 5334(g)(1)(D) of the Federal Transit Laws. Accordingly, FTA hereby provides notice of the availability of the land or facility further described below. Any Federal agency interested in acquiring the affected land or facility should promptly notify the FTA.

If no Federal agency is interested in acquiring the existing land or facility, FTA will make certain that the other requirements specified in 49 U.S.C. Section 5334(g)(1)(A) through (C) are met before permitting the asset to be transferred.

Additional Description of Land or Facility

The property contains approximately 54,067 square feet of land situated within the central business district of Brockton, Massachusetts, behind the southeasterly intersection of Crescent and Main Streets. The parcel has access to Main Street, Crescent Street, and Maple Avenue, all within the City of Brockton and is improved with brick

and masonry sidewalks, driveway, and parking pads to accommodate passenger pick-up and drop-off by Brockton Area Transit Authority buses. Additional site improvements include weather canopies, minimal bench seating, and street lighting.

Issued on: April 21, 1999.

Richard H. Doyle,

Regional Administrator.

[FR Doc. 99-10496 Filed 4-26-99; 8:45 am]

BILLING CODE 4910-57-P

UNITED STATES INFORMATION AGENCY

Culturally Significant Objects Imported for Exhibition Determination: "Facing West: Jews of Central Asia and the Caucasus"

AGENCY: United States Information Agency.

ACTION: Notice.

SUMMARY: Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985, 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978 (43 FR 13359, March 29, 1978), and Delegation Order No. 85-5 of June 27, 1985 (50 FR 27393, July 2, 1985), I hereby determine that the objects to be included in the exhibit, "Facing West: Jews of Central Asia and the Caucasus," imported from abroad for the temporary exhibition without profit within the United States, are of cultural significance. These objects are imported pursuant to a loan agreement with the foreign lender. I also determine that the exhibition or display of the listed objects at The Jewish Museum, New York, NY, from on or about June 20, 1999, to on or about October 17, 1999, is in the national interest. Public Notice of these determinations is ordered to be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT:

For a copy of the list of exhibit objects and for further information, contact Ms. Neila Sheahan, Assistant General Counsel, Office of the General Counsel, 202/619-5030. The address is Room 700, U.S. Information Agency, 301 4th Street, SW, Washington, DC 20547-0001.

Dated: April 22, 1999.

Les Jin,

General Counsel.

[FR Doc. 99-10518 Filed 4-26-99; 8:45 am]

BILLING CODE 8230-01-M