

and information available from the FAA, state aviation agencies, regional planning organizations, and airframe manufacturers.

4. Comparison to population and employment projections for the airport service area.

5. Computation of per capita consumption of air travel and comparison to the historical trend for the airport service area and the nation.

6. Discussion of the forecast with representatives of the air carriers and other segments of aviation serving the area. The opinion of all carriers should be given due consideration, particularly if the proposal is intended to promote competition. The opinion of incumbent carriers should be weighed against the probability of other carriers to serve the market.

7. Discussion of whether the proposal involves traffic currently served at another airport and, if so, the level of certainty that traffic will be transferred.

8. Examination of base data, principal assumptions, and forecasting methodology by a panel of experts convened for that purpose. (This could include peer review by operators of comparable airports). Cargo forecasts can be addressed by:

1. Examination of the assumptions that underlie the forecast.

2. Comparison to local, regional, and national historical data and trends.

3. Comparison to forecasts by metropolitan planning and state aviation agencies. (The FAA does not make detailed forecasts of air cargo.)

4. Comparison to forecasts by experts and industry leaders.

5. Examination and group discussion by an expert panel or peer review group.

6. Discussion with potential airport users, including shippers, air carriers, and tenants.

The financial aspects of a proposal can be examined in the context of a market analysis by estimating capital and operating costs and comparing them to probable sources of funds, including grants, subsidies, and income from rents and fees. The financial feasibility of many proposals can be estimated at an early stage by using guidelines and rules of thumb developed by credit rating agencies for evaluating the viability of revenue bonds. Increasingly detailed estimates can be prepared as the planning process generates more precise data.

Issued in Washington, D.C. on October 14, 1999.

Louise E. Maillett,

Acting Associate Administrator for Airports.
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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Athens and Meigs 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 project in Athens and Meigs Counties, Ohio.

FOR FURTHER INFORMATION CONTACT: Dan Dobson, Field Operation 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 (ODOT), will prepare an environmental impact statement (EIS) on a proposal to construct an improved highway from the City of Athens in Athens County to just south of Darwin in Meigs County, Ohio.

An Environmental Assessment was prepared for this proposal and approved by the FHWA with a Finding of No Significant Impact (FONSI) issued on September 10, 1997. Subsequent public comment and changing environmental issues and regulations have resulted in the decision to prepare an EIS.

The existing facility is a two-lane, rural roadway with numerous substandard features, including narrow shoulders, tight curves, steep grades, and numerous access points. The purpose of the project is to provide an improved connection from the existing four-lane US 33 in Athens to the existing four-lane US 33 freeway just south of Darwin. The project will improve safety, increase the efficiency of regional travel, and improve capacity to provide for projected increases in traffic volumes. This project is also intended to provide the transportation infrastructure needed to meet the mobility, access, and economic goals established for Southeastern Ohio in *Access Ohio*, the state's long range transportation plan.

Alternatives under consideration include: (1) Taking no action; (2) upgrading the existing facility; and (3) constructing a highway on new alignment.

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 previously expressed or are known to have interest in this proposal. A citizens advisory committee will be formed from known interested organizations and stakeholders to provide input on the proposal. One or more public meetings will be held in the Fall of 1999. In addition, a public hearing will be held, expected in the Spring of 2000. Public notice will be given of the time and place of the meetings and hearing. The

draft EIS will be available for public and agency review and comment prior to the public hearing. No formal scoping meeting is planned at this time.

To ensure that the full range of issues related 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 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: October 6, 1999.

Dan Dobson,

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

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BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Fairfield County, OH

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 project in Fairfield County, Ohio.

FOR FURTHER INFORMATION CONTACT: Dan Dobson, Field Operation 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 (ODOT), will prepare an environmental impact statement (EIS) on a proposal to construct a four-lane, limited access, divided highway bypassing existing U.S. Route 33 through the City of Lancaster in Fairfield County, Ohio.

Construction of this bypass is considered necessary to relieve congestion and improve safety for local and regional travel. This proposal is intended to be consistent with the mobility, access, and economic goals established for Southeastern Ohio in *Access Ohio*, the state's long range transportation plan.

Alternatives under consideration include: (1) Taking no action; (2)