

for the Bureau of Indian Affairs, which amounts to approximately \$14 million per year. Although overall funding levels are up for roads, the BIA share has slipped from \$16 million under ISTEA. The BIA funding does not go far considering it must provide for approximately 200 tribes.

Overall needs for highway and road projects were estimated at \$5.6 billion in 1995. Average funding levels are estimated at approximately \$320 million, up from approximately \$220 million under ISTEA.

Most of the FHWA funding stays in the rail-belt, with some funding going to rural communities for sanitation roads and trail markings. Funding for projects off of the road system goes primarily to the larger hub communities.

#### Port Facilities

*Need:* \$214 Million plus.

*Annual Funding:* Varies by year, typically between \$0–5 Million.

*Source:* 1995 Transportation Needs and Priorities in Alaska; Published by State of Alaska Department of Transportation and Public Facilities.

*Background:* The State owns 78 of 95 public harbor facilities, operates those harbors through agreements with local governments, and provides financial and technical assistance to communities expanding or developing new harbors to meet demand and economic development objectives. The state of Alaska DOT&PF estimates that there are approximately \$214 million in deferred maintenance, port, and harbor projects. The department's goal is to eventually be out of the harbor and port business with the possible exceptions of Alaska Marine Highway System facilities, and several refuge floats in remote areas.

In recent history, there has been little to no funding for ports and harbors in the state of Alaska. Most of the funding that is received provides match to Corps of Engineers funding. Some funding appropriated in recent years has gone to repair and transfer of selected harbors in the state. In rural Alaska, there is an as yet undefined need for harbor facilities for small communities located in the coastal areas and along the river systems. Many communities currently pull small boats up on to the beach and in some locations, this can be hazardous and environmentally detrimental. The Denali Commission may consider undertaking an assessment to determine the needs in this area.

#### Telecommunications

*Need:* Unknown.

*Annual funding:* Unknown.

*Background:* Telecommunications and Internet technologies, which are revolutionizing daily life in the United States, are not reaching most Alaskan communities. The positive impact Internet connections will have on education, training, healthcare and economic development in rural communities can not be overemphasized. The negative impact of leaving the rural communities behind in technological advances will only further compound the challenges of self-sustainability for rural Alaska.

The remoteness and sparse populations that so uniquely identify rural Alaska also are the primary limitations for private telecommunications to justify connections in most communities.

Typically, small communities have access only through the local public school or library, and tribes may have access through a program being implemented by the Department of Interior. Private users are prohibited from accessing these federally subsidized services. So, an individual who wishes to access vital information, obtain distance education or training, open a website for commerce, or have an e-mail account from home, must use "1800 dial-up access". Such service in rural Alaska costs between \$200–\$400 per month for basic e-mail and minimal Web browsing.

The Denali Commission will evaluate the availability of basic telecommunications, Internet technologies, and other advanced telecommunications in relation to the future of economic development, education, training and healthcare in rural Alaska.

#### Community Facilities

*Need:* Unknown.

*Annual Funding:* Unknown.

*Background:* Communities have a need for community assembly facilities for various purposes, including planning, meetings, traditional functions, and recreation for youth. These facilities, when available, are heavily used in rural communities. No assessment mechanism is in place for determining statewide needs for community facilities.

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## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

[Docket No. RP00–42–000]

#### Algonquin Gas Transmission Company; Notice of Proposed Changes in FERC Gas Tariff

November 3, 1999.

Take notice that on October 29, 1999, Algonquin Gas Transmission Company (Algonquin) tendered for filing as part of its FERC Gas Tariff, Fourth Revised Volume No. 1, Tenth Revised Sheet No. 40, to become effective on December 1, 1999.

Algonquin states that, pursuant to Section 32 of the General Terms and Conditions of its FERC Gas Tariff, it is filing to revise the Fuel Reimbursement Percentages (FRPs) for the four calendar periods beginning December 1, 1999. Algonquin states that the use of actual data for the latest available 12-month period yields increased FRPs which, compared to the last FRQ annual filing, consist of a 0.01% increase in the FRP for the Winter season and seasonal

increases for the Spring, Summer and Fall seasons ranging from 0.02% to 0.28%. Algonquin proposes to levelize the three non-winter periods in response to requests from customers for rate stability.

Algonquin requests any waivers necessary to permit the percentages calculated from the actuals for the entire 8-month period, combining Spring, Summer and Fall, to be applied during each of the three seasonal periods so that for the entire 8-month period the FRP will not change from one season to the next.

Algonquin also states that it is submitting the calculation of the fuel reimbursement quantity ("FRQ") deferral allocation, pursuant to Section 32.5(c) which provides that Algonquin will calculate surcharges or refunds designed to amortize the net monetary value of the balance in the FRQ Deferred Account at the end of the previous accumulation period. Algonquin states that for the period August 1, 1998 through July 31, 1999, the FRQ Deferred Account resulted in a net credit balance that will be refunded to Algonquin's customers, based on the allocation of the account balance over the actual throughput during the accumulation period, exclusive of backhauls.

Algonquin states that copies of this filing were mailed to all affected customers of Algonquin and interested state commissions.

Any person desiring to be heard or to protest said filing should file a motion to intervene or a protest with the Federal Energy Regulatory Commission, 888 First Street, NE, Washington, DC 20426, in accordance with Sections 385.214 or 385.211 of the Commission's Rules and Regulations. All such motions or protests must be filed in accordance with Section 154.210 of the Commission's Regulations. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceedings. Any person wishing to become a party must file a motion to intervene. Copies of this filing are on file with the Commission and are available for public inspection in the Public Reference Room. This filing may be viewed on the web at <http://www.ferc.fed.us/online/rims.htm> (call 202–208–2222 for assistance).

**David P. Boergers,**

Secretary.

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