

may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at the Kansas City International Airport 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 March 31, 2000, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Kansas City International Airport, Kansas City, Missouri, was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 29, 2000.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: August 1, 2009.

Proposed charge expiration date: May 1, 2013.

Total estimated use revenue: \$89,911,790.

Total estimated impose revenue: \$99,645,586.

Brief description of proposed project(s): Terminal. Equipment, Airfield Lighting Generator, Relocate Airfield Generator, Overlay Runway 1/19.

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 Kansas City International Airport.

Dated: Issued in Kansas City, Missouri on March 31, 2000.

George A. Hendon,

Manager, Airports Division, Central Region.

[FR Doc. 00-9551 Filed 4-14-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use a Passenger Facility Charge (PFC) at Orlando International Airport (MCO), Orlando, FL

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 a PFC at MCO 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 May 17, 2000.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to C.W. Jennings, Executive Director of Greater Orlando Aviation Authority (GOAA) at the following address: Orlando International Airport, One Airport Boulevard, Orlando, Florida 32827-4399.

Air carriers and foreign air carriers may submit copies of written comments previously provided to GOAA under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Pablo G. Auffant, P.E., Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822, (407) 812-6331, extension 30. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use a PFC at MCO 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 April 7, 2000, the FAA determined that the application to impose and use the revenue from a PFC submitted by GOAA was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than July 27, 2000.

The following is a brief overview of the application.

PFC Application No.: 00-08-C-00-MCO.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: August 1, 2007.

Proposed charge expiration date: June 1, 2013.

Total estimated PFC revenue: \$253,632,770.

Brief description of proposed project(s): South Terminal Complex Construction; Heintzelman Boulevard, Southern End Construction.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

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 GOAA.

Issued in Orlando, Florida on April 7, 2000.

W. Dean Stringer,

Manager, Orlando Airports District Office, Southern Region.

[FR Doc. 00-9407 Filed 4-14-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Allegheny County, Pennsylvania

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 the City of Pittsburgh and the Borough of Millvale in Allegheny County, Pennsylvania.

FOR FURTHER INFORMATION CONTACT: David W. Cough, P.E., Operations Group

Leader, Federal Highway Administration, Pennsylvania Division Office, 228 Walnut Street, Room 536, Harrisburg, PA 17101-1720, Telephone: (717) 221-3411
OR

William Gibson, P.E., Project Manager, Pennsylvania Department of Transportation, District 11-0, 45 Thoms Run Road, Bridgeville, PA 15017, Telephone: (412) 429-4930.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Pennsylvania Department of Transportation (PennDOT), will prepare an Environmental Impact Statement (EIS) to identify and evaluate alternatives for the reconstruction and widening of State Route 28 including improvements to the intersections of State Route 28 and the 31st Street

Bridge and State Route 28 and the 40th Street Bridge. The proposed action would extend from Heinz Street in the City of Pittsburgh, to the Millvale Interchange in the Borough of Millvale. The length of the project is 3.3 kilometers (2.0) miles. Included in the overall project will be the identification of a range of alternatives that meet the identified project need, and supporting environmental documentation and analysis to recommend a selected alternative for implementation. A complete public involvement program is part of the project.

Documentation of the need for the project was completed in 1997. This process identified the need for roadway improvements through the study area based on local and regional transportation demand, system linkage and continuity, geometric criteria, safety and local and regional planning.

Alternatives that will be considered include: No Build; Widen left on existing alignment to bring roadway to freeway standards; Widen right on existing alignment to bring roadway to freeway standards; Widening alternative that combines widening left and right to bring roadway to freeway standards; and Improvements resulting in non-standard freeway design features. A number of intersection and interchange alternatives at the 31st Street and 40th Street Bridges will be studied. These alternatives will be the basis for recommendation of alternatives to be carried forward for detailed environmental and engineering studies in the EIS.

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 express interest in this proposal. Public meetings will be held in the area throughout the study process. Public involvement and agency coordination will be maintained throughout the development of the EIS.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to FHWA or PennDOT at the addresses 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)

James A. Cheatham,

FHWA Division Administrator, Harrisburg, PA.

[FR Doc. 00-9517 Filed 4-14-00; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Mason County, Washington

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA hereby gives notice that it intends to prepare an environmental impact statement (EIS) for a proposed highway project in Mason County, Washington.

FOR FURTHER INFORMATION CONTACT: Mr. James A. Leonard, Transportation and Environmental Engineer, Federal Highway Administration, 711 Capitol Way, Suite 501, Olympia, WA 98501, Telephone: (360) 753-9408; or Mr. Jerry W. Hauth, Mason County Director of Public Works, Courthouse Bldg 1, 411 North 5th Street, PO Box 1850, Shelton, WA 98584, Telephone: (360) 427-9670.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of the Federal Register's home page at: <http://www.access.gpo.gov/nara>.

Background

The FHWA, in cooperation with the Washington State Department of Transportation and Mason County, will prepare an EIS to design, acquire land, and construct highway connector from SR 3 (south of Belfair, near the Location of the North Mason High School) to US 101 (north of Shelton). Access between the communities of Belfair and Shelton is currently provided by SR 3 and SR 106. Both of these are narrow two-lane farm-to-market routes that follow the shoreline on each side of the peninsula. All of the regional county roads feed into these two state highways. Congestion is already a concern during peak commuter hours and there are several high accident locations in the region. The high number of residential access points along all of SR 106 and

section of SR 3 exacerbate the safety problem. In addition, both routes are subject to frequent landslides, and are constrained by steep topography, marine shorelines and limited right of way. Currently adopted traffic projections show that all of the major county road intersections on SR 3, and most of mainline SR 3 will fall below acceptable levels of service standards before the year 2020. Improvements to the corridor are considered necessary to provide for existing and projected traffic demand.

The EIS will include an evaluation of the no build alternative, as well as improvements to the existing highways and several practicable alignment alternatives for possible new connector routes.

The EIS will examine the short and long-term impacts on both the natural and physical environment. The impact assessment will include, but not limited to, impacts on wetlands, wildlife, and fisheries; social environment; changes in lands use; aesthetics; change in traffic; and economic impacts. The EIS will also examine measures to mitigate significant adverse impacts that may result from the proposed action.

Comments are being solicited from appropriate Federal, State, and local agencies, and from private organizations and citizens, who have interest in this proposal. Public information meetings will be held in the area as part of the scoping process to discuss public concerns and suggestions about the project. An agency scoping meeting will also be scheduled to discuss agency concerns. The draft EIS will be available to public and agency review prior to the public hearing which will be scheduled to receive comments. Public notice will be given of the time and place of all meeting and hearings.

Comments and/or suggestions from all interested parties are requested to ensure that the full range of all issues, and significant environmental and social issues in particular, are identified, reviewed and addressed. Comments and questions concerning this proposed action and/or its EIS should be directed to the FHWA or Mason County at the address listed above.

(Catalog of Federal domestic Assistant Programs 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)