

**FOR FURTHER INFORMATION CONTACT:**

Lorna Sandridge, Central Region  
Airports Division, (816) 329-2641.

Public Agency: City of Cleveland,  
Ohio.

Application Number: 00-07-U-00-  
CLE.

Application Type: Use PFC revenue.  
PFC Level: \$3.00.

Total PFC Revenue To Be Used in  
This Decision: \$6,675,642.

Charge Effective Date: November 1,  
1995.

Estimated Charge Expiration Date:  
March 1, 2008.

Class of Air Carriers Not Required to  
Collect PFC'S: No change from previous  
decision.

Brief Description of Projects Approved  
for Use: National Aeronautics and Space  
Administration feasibility and pre-  
engineering study: relocation of engine

test facility. Waste water—glycol  
collection system construction.

Decision Date: September 28, 2000.

**FOR FURTHER INFORMATION CONTACT:**

Robert L. Conrad, Detroit Airports  
District Office, (734) 487-7295.

Public Agency: City of Oklahoma City,  
Oklahoma.

Application Number: 00-03-C-00-  
OKC.

Application Type: Impose and use a  
PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This  
Decision: \$115,253,750.

Earliest Charge Effective Date: April 1,  
2001.

Estimated Charge Expiration Date:  
May 1, 2019.

Classes of Air Carriers Not Required  
to Collect PFC'S: Part 135 on demand air

taxi/commercial operators filing FAA  
Form 1800-31.

Determination: Approved. Based on  
information contained in the public  
agency's application, the FAA has  
determined that the approved class  
accounts for less than 1 percent of the  
total annual enplanements at Will  
Rogers World Airport.

Brief Description of Projects Approved  
for Collection and Use:

Terminal renovation and expansion,  
phases I and II.

Acquire and install 17 passenger  
loading bridges.

Acquire and install baggage make-up  
system.

Decision Date: September 29, 2000.

**FOR FURTHER INFORMATION CONTACT:**

G. Thomas Wade, Southwest Region  
Airports Division, (817) 222-5613.

AMENDMENTS TO PFC APPROVALS

Amendment No., city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
97-03-C-01-EYW, Key West, FL .....	07/27/00	\$1,860,000	\$1,760,000	03/01/00	12/01/99
95-03-C-01-YKM, Yakima, WA .....	09/07/00	220,000	178,850	07/01/96	07/01/96
96-02-C-04-DFW, Dallas/Fort Worth, TX .....	09/26/00	72,113,120	90,172,120	05/01/01	06/01/01
98-04-U-01-DFW, Dallas/Fort Worth, TX .....	09/26/00	NA	NA	05/01/01	06/01/01
97-02-C-01-DRO, Durango, CO .....	09/28/00	606,983	593,570	08/01/00	08/01/00
92-01-C-03-STL, St. Louis, MO .....	09/28/00	97,297,850	71,642,933	04/01/96	08/01/95
95-02-C-05-STL, St. Louis, MO .....	09/28/00	108,214,867	91,640,971	07/01/98	07/01/97
98-04-I-02-STL, St. Louis, MO .....	09/28/00	155,000,000	178,756,391	01/01/02	09/01/01
99-05-U-01-STL, St. Louis, MO .....	09/28/00	NA	NA	01/01/02	09/01/01
97-01-C-01-ATL, Atlanta, GA .....	09/29/00	491,370,084	948,059,706	02/01/04	05/01/05

(Note: This amendment also changes the PFC level charged from \$3.00 per enplaned passenger to \$4.50 per enplaned passenger, effective April 1, 2001.)

Issued in Washington, DC, on October 24,  
2000.

**Eric Gabler,**

Manager, Passenger Facility Charge Branch.

[FR Doc. 00-27750 Filed 10-27-00; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

[Docket No. FHWA-2000-8136]

**Agency Information Collection  
Activities; Request for Comments;  
Clearance of a New Information  
Collection; Heavy Vehicle Travel  
Information System**

**AGENCY:** Federal Highway  
Administration (FHWA), DOT.

**ACTION:** Notice and request for  
comments.

**SUMMARY:** The FHWA invites public  
comments about our intention to request  
the Office of Management and Budget's

(OMB) approval for a new information  
collection. The collection involves  
information on truck travel miles to be  
included in the Heavy Vehicle Travel  
Information System (HVTIS). We are  
required to publish this notice in the  
**Federal Register** by the Paperwork  
Reduction Act of 1995.

**DATES:** Please submit comments by  
December 29, 2000.

**ADDRESSES:** You may mail or hand  
deliver comments to the U.S.  
Department of Transportation, Dockets  
Management Facility, Room PL-401,  
400 Seventh Street, SW., Washington,  
DC 20590; telefax comments to 202/  
493-2251; or submit electronically at  
<http://dmses.dot.gov/submit>. All  
comments should include the docket  
number in this notice's heading. All  
comments may be examined and copied  
at the above address from 9 a.m. to 5  
p.m., e.t., Monday through Friday,  
except Federal holidays. If you desire a  
receipt you must include a self-  
addressed stamped envelope or postcard

or, if you submit your comments  
electronically, you may print the  
acknowledgment page.

**FOR FURTHER INFORMATION CONTACT:** Mr.  
Ed Kashuba, 202-366-0160, Office of  
Highway Policy Information, Policy  
Service Business Unit, Federal Highway  
Administration, Department of  
Transportation, 400 7th Street, SW.,  
Washington, DC 20590-0001. Office  
hours are from 6:45 a.m. to 4:15 p.m.,  
Monday through Friday, except Federal  
holidays.

**SUPPLEMENTARY INFORMATION:**

Title: Heavy Vehicle Travel  
Information System (HVTIS).

Background: Title 49, United States  
Code, Section 301, authorizes the DOT  
to collect statistical information relevant  
to domestic transportation. Title 23,  
United States Code, Section 307,  
authorizes the DOT to engage in studies  
to collect data for planning future  
highway programs. The FHWA is  
developing the HVTIS to house data that  
would be used to analyze the amount

and nature of truck travel at the national and regional levels. The information would be used by the FHWA and other DOT administrations to evaluate changes in truck travel in order to assess impacts on highway safety; the role of travel in economic productivity; impacts of changes in truck travel on infrastructure condition; and maintaining our mobility while protecting the human and natural environment. The increasing dependence on truck transport requires that data be available to better assess its overall contribution to the Nation's well-being. In conducting the data collection, the FHWA will be requesting that State Departments of Transportation provide periodic reporting of vehicle classification and weight data which they collect as part of their existing traffic data collection programs. The majority of States collect this vehicle weight data periodically throughout the year using weigh-in-motion devices and also collect vehicle classification data continuously. The data will allow transportation professionals at the Federal, state and metropolitan levels to make informed decisions about policies and plans.

*Respondents:* 51 State Transportation Departments, including the District of Columbia.

*Frequency:* It is proposed that continuous vehicle classification data be reported on a monthly basis to assure timely information that can be compared to monthly reports of economic activity. Based on data collection practices in common use by the State Transportation Departments, it is proposed that data collected using weigh-in-motion devices be submitted to FHWA annually.

*Estimated Average Burden per Response:* The average State Transportation Department operates 40 continuous vehicle classification installations as well as 10 weigh-in-motion sites. It is estimated that the additional processing necessary to make 48 hours of weigh-in-motion data available to FHWA would be 6 minutes per site per year and that processing one month of vehicle classification data would take 5 minutes per site per month.

*Estimated Total Annual Burden Hours:* 41 per State; 2,091 total.

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and

(4) ways that the burdens could be minimized, including use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

*Electronic Access:* Internet users may access all comments received by the U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://dms.dot.gov>. It is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help. An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office Electronic Bulletin Board Service at telephone number 202-512-1661. Internet users may reach the **Federal Register's** home page at <http://www.nara.gov/fedreg> and the Government Printing Office's database at <http://www.access.gpo.gov/nara>.

*Authority:* The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on: October 24, 2000.

**James R. Kabel,**

*Chief, Management Programs and Analysis Division.*

[FR Doc. 00-27725 Filed 10-27-00; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Santa Rosa, Sonoma County; California

**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 Santa Rosa, Sonoma County, California.

**FOR FURTHER INFORMATION CONTACT:** Mr. C. Glenn Clinton, Team Leader, Project Delivery Team, Federal Highway Administration, 980 9th Street, Sacramento, California 95814-2724, Telephone: (916) 498-5020.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the California Department of Transportation (Caltrans), will prepare an environmental impact statement (EIS) for a proposal to construct a median widening to accommodate a high

occupancy vehicle lane (HOV) through the City of Santa Rosa, Sonoma County, California. State Route 101, completed in the 1960's, is a major link in the interregional road system, and the most important north-south route within Sonoma County. The level of service (LOS) on the 4.5 kilometer (2.7 mile) stretch of four lane freeway through downtown Santa Rosa between the Route 12/101 interchange and the Steele Lane Interchange has deteriorated, leading to traffic delays. This is caused by accidents, vehicle breakdowns, and principally by congestion. A recent study by Caltrans' Office of Highway Operations shows that LOS on this section is at the lowest level. This is indicated by traffic at roadway capacity, when speeds may drop to zero with high densities. Average speed is less than 25 miles per hour with considerable delays. The continued maintenance and operation of Route 101 as an efficiently operating mainline facility will be further impacted by increasing congestion if steps are not taken to improve its operation.

Alternatives currently under consideration are: (1) Widening into the median to accommodate HOV lanes in each direction, as well as auxiliary lanes, ramp widening, alteration or replacement of the bridge spanning Santa Rosa Creek and modification of intersection at ramp termini and (2) not constructing the project. If this project is approved, construction will begin in late 2004 and continue through 2007. The primary objective for this proposed project is to improve the travel times, increase safety, and reduce congestion on a major regional connector.

Because this project has been under consideration for several years, a previous scoping meeting was held on October 27, 1999, to present project proposals to the public. Since the decision to prepare an Environmental Impact Statement was made, a new scoping meeting has been scheduled for November 29, 2000, as is required by the National Environmental Policy Act (NEPA). The new public meeting will be held at Santa Rosa Middle School, between 5:00 and 8:00 p.m., so that the public may review the alternative under consideration and provide written comments if desired. A public hearing will be held later in the environmental process, after the Draft Environmental Impact Statement is completed.

Issued on: October 24, 2000.

**C. Glenn Clinton,**

*Team Leader, Program Delivery Team, North Sacramento, California.*

[FR Doc. 00-27756 Filed 10-27-00; 8:45 am]

**BILLING CODE 4910-22-M**