

awareness of, and participation in the FAA's regulatory activities. This reopening is a result of a request from the Air Line Pilots Association, International (ALPA) to extend the comment period to the exemption.

DATES: Comments must be received on or before April 3, 2006.

ADDRESSES: You may send comments identified by Docket Number FAA-2005-20109 using any of the following methods:

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.
- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.
- Fax: 1-202-493-2251.
- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For more information on the rulemaking process, see the

SUPPLEMENTARY INFORMATION section of this document.

Privacy: We will post all comments we receive, without change, to <http://dms.dot.gov>, including any personal information you provide. For more information, see the Privacy Act discussion in the **SUPPLEMENTARY INFORMATION** section of this document.

Docket: To read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Katherine Perfetti, Air Transportation Division, Flight Standards Service, Room 831, 800 Independence Avenue, SW., Washington, DC 20591, telephone: (202) 267-3760, e-mail: katherine.perfetti@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites interested persons to submit written comments, data, and views on the agency's analysis contained in the proposed grant of exemption. The most helpful comments reference a specific portion of the analysis, explain the reason for any recommended change, and include

supporting data. We ask that you send us two copies of written comments.

We will file in the docket all comments we receive, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. The docket is available for public inspection before and after the comment closing date. If you wish to review the docket in person, go to the address in the **ADDRESSES** section of this preamble between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also review the docket using the Internet at the web address in the **ADDRESSES** section.

Privacy Act: Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment on behalf of an association, business, labor union, etc.).

You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78) or you may visit <http://dms.dot.gov>.

Before acting on this proposal, we will consider all comments we receive on or before the closing date for comments. We will consider comments filed late if it is possible to do so without incurring expense or delay. We may change this proposal in light of the comments we receive.

If you want the FAA to acknowledge receipt of your comments on this proposal, include with your comments a pre-addressed, stamped postcard on which the docket number appears. We will stamp the date on the postcard and mail it to you.

Background

On February 7, 2006, the Federal Aviation Administration (FAA) issued Proposed Grant of Exemption; Ameriflight, Inc. (71 FR 6307, 02/07/2006). Comments to that document were to be received on or before March 9, 2006.

By letter dated March 6, 2006, ALPA requested that the FAA extend the comment period for this proposed exemption for a period of 30 days. The FAA concurs with ALPA's request for an extension of the comment period. The comment period, however, closed on March 9, 2006. Additionally, the FAA believes that a 30-day extension would be excessive, thus, it will reopen the comment period for 15 days.

Reopening of Comment Period

In accordance with § 11.47 of Title 14, Code of Federal Regulations, the FAA has reviewed the petition made by

ALPA for an extension of the comment period to the subject proposed grant of exemption. ALPA has shown a substantive interest in the proposed exemption and good cause for the extension. The FAA also has determined that the reopening of the comment period is consistent with the public interest, and that good cause exists for taking this action.

Accordingly, the comment period for the proposed grant of exemption; Ameriflight, Inc.; Docket No. FAA-2005-20109 is reopened until April 3, 2006.

Issued in Washington, DC, on March 13, 2006.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. E6-3856 Filed 3-16-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Horry and Georgetown Counties, SC

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 hurricane evacuation route project in Horry and Georgetown Counties, South Carolina.

FOR FURTHER INFORMATION CONTACT: Mr. Patrick Tyndall, Environmental Program Manager, Federal Highway Administration, Strom Thurmond Federal Building, 1835 Assembly Street, Suite 1270, Columbia, SC 29201-2483, Telephone: 803-765-5411.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with the South Carolina Department of Transportation (SCDOT) will prepare an environmental impact statement (EIS) on a proposal to establish a hurricane evacuation route for the southeastern portion of Horry County and the northeastern portion of Georgetown County in South Carolina. This project has been locally named the Southern Evacuation Lifeline. Horry County and Georgetown County Councils have appointed a Task Force of local representatives to guide the development of this project.

A timely and efficient means of hurricane evacuation is needed for the southern portion the South Carolina Grand Strand Area also known as the South Strand. This proposed action would establish a hurricane evacuation route between U.S. Route (US) 17 (in the

vicinity of Garden City, SC) and U.S. 501 (in the vicinity of Conway, SC). The study area's coastal boundary will be U.S. 17 and the inland boundary would extend to near the intersection of U.S. 501 and S.C. Route (SC) 22.

The FHWA and SCDOT are seeking input as a part of the scoping process to assist in identifying issues relative to this project. Letters describing the proposed action and soliciting comments will be sent to the appropriate Federal, State and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this action. Scoping meetings are currently planned for April and May 2006. A series of public information meetings will be held in the proposed study area this calendar year. In addition, a public hearing will be held after the approval of the Draft Environmental Impact Statement (DEIS). Public notice will be given indicating the time and place of the meetings and the hearing. The DEIS will be made available for public and agency review and comment prior to the public hearing.

To ensure the full range of issues related to this proposed action are addressed, all significant issues will be identified and evaluated. Comments and suggestions are invited from all interested parties in the development of these issues. 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 Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: March 13, 2006.

Robert D. Thomas,

Assistant Division Administrator, Columbia, SC.

[FR Doc. E6-3915 Filed 3-16-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Environmental Impact Statement on Seattle Ferry Terminal—Seattle, WA

AGENCIES: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT) and Federal Transit Administration

(FTA), U.S. Department of Transportation (DOT).

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

SUMMARY: The Federal Highway Administration and Federal Transit Administration are issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the Washington State Ferries Seattle Ferry Terminal Project in Seattle, Washington.

DATES: Written comments on the purpose and need, scope of alternatives and impacts to be considered in the EIS must be received no later than May 19, 2006, and must be sent to Washington State Ferries at the address indicated below.

Scoping Meeting Dates: Two public information meetings will be held in April 2006, including:

Thursday, April 20, 2006, 11:30 a.m.–1:30 p.m., at the Seattle Ferry Terminal, 801 Alaskan Way (Pier 52), Seattle, Washington;

Tuesday, April 25, 2006, 4:30 p.m.–6:30 p.m., at the Puget Sound Regional Council, 1011 Western Ave, #50, Seattle, Washington.

Oral and written comments may be given at the public meetings.

This and all other public meetings will be accessible to persons with disabilities. Any individual who requires special assistance should contact Hadley Greene at (206) 515-3913 at least 48 hours in advance of the meeting in order for WSF to make necessary arrangements. Persons who are deaf or hard of hearing may access Washington State Telecommunications Relay Service by dialing 7-1-1 and asking to be connected to (206) 515-3913.

ADDRESSES: To ensure that the full range of issues related to this proposed action are identified and addressed, comments and suggestions are invited from interested parties. Comments will be accepted at the public scoping meetings (either through written comments forms and/or orally through the court reporter) or they can be e-mailed to *SeattleFerryTerminalProject@wsdot.wa.gov* or mailed to Washington State Ferries, Hadley Greene, Customer and Community Relations, 2901 Third Avenue, Suite 500, Seattle, WA 98121.

FOR FURTHER INFORMATION CONTACT: Linda Gehrke, Federal Transit Administration, Telephone: (206) 220-4463; or Steve Saxton, Federal Highway Administration, Telephone: (360) 753-9411; or Angela Freudenstein, Washington State Ferries. Telephone: (206) 382-5230. Additional information

on the Seattle Ferry Terminal Project can be found on the project Web site at www.wsdot.wa.gov/ferries/projects/seattlecolmandock/.

SUPPLEMENTARY INFORMATION:

Propose Action Background

The FHWA and FTA, as Federal co-lead agencies, in participation with the Washington State Ferries (WSF) will prepare an Environmental Impact Statement (EIS) on the proposed Seattle Ferry Terminal Project in Seattle, Washington. The project study area generally encompasses the southern portion of the Seattle downtown between King Street and Madison Streets along the waterfront.

The existing Seattle Ferry Terminal at Colman Dock is both structurally deteriorated and lacks the capacity to meet either the current peak travel demand or future needs. The existing pier structure was built in 1964, reusing many timber piles from the original 1936 pier. The south half of the dock was rebuilt in the 1990s. In 2002 WSF conducted an underwater inspection that indicated almost one-half of the timber piles were damaged or deteriorated. In addition, the transfer spans for loading cars and passengers onto the ferry vessels are aging and deteriorating. All of these facilities are nearing the end of their useful life and need to be replaced.

The draft WSF Long-Range Strategic Plan indicates that the Seattle Ferry Terminal will experience considerable growth in both vehicle and passenger traffic between now and 2030. During the daily westbound PM peak travel period, when traffic is heaviest, the number of vehicles carried is expected to increase by over 125%. During the same travel period, the number of walk-on passengers is projected to triple. To accommodate this projected growth, and avoid continuing and worsening backups on nearby surface streets, the existing terminal's holding capacity will need to more than double.

Currently, the Seattle Ferry Terminal does not have enough area to hold vehicles waiting to use the ferry on peak travel days, particularly on a Friday during the summer. As a result of limited space on the dock (currently there is room for a maximum of approximately 600 vehicles) vehicles back up on surface streets on several days each year. These waiting vehicles disrupt and conflict with through traffic at several roadway intersections. Backups are expected to worsen in the future if improvements at the terminal are not made.

Foot passengers moving between the terminal and downtown encounter