

12th Street, Kansas City, MO 64106, (816) 426-4730. 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 a PFC at the Spencer Municipal 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 November 4, 1997, the FAA determined that the application to impose a PFC submitted by the City of Spencer, Iowa, 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 February 14, 1998.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: January, 2003.

Proposed charge expiration date: September, 2011.

Total estimated PFC revenue: \$128,500.

Brief description of proposed project: Purchase snow removal equipment and construct equipment storage building.

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 City of Spencer, Iowa.

Issued in Kansas City, Missouri on November 5, 1997.

George A. Hendon,

Manager, Airports Division, Central Region.

[FR Doc. 97-30229 Filed 11-17-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on the Proposed Central Light Rail Transit Line Between North Seattle (Northgate) and SeaTac, WA

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA) and the Central Puget Sound Regional Transit Authority

(RTA) intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA). The RTA will also ensure that the EIS satisfies the requirements of the Washington State Environmental Policy Act (SEPA). The FTA will be the NEPA lead agency. The RTA will be the SEPA lead agency. Corridor alternatives were evaluated in a SEPA plan-level EIS (1993) and in a Major Investment Study (1997).

The EIS will evaluate the Central Light Rail Transit (LRT) Project and alignment alternatives in the 23-mile long corridor between North Seattle (Northgate) and SeaTac, Washington. The proposed Central LRT Project is intended to provide light rail transit service between key activity centers along the corridor, including the region's three largest employment centers, many major institutions, dense residential neighborhoods, and regional destinations, such as Sea-Tac International Airport.

The study area also includes several sites for a proposed LRT vehicle storage and maintenance facility. In addition, the EIS will evaluate the no-build alternative and any new, reasonable alternatives within the corridor generated through the scoping process.

Scoping will be accomplished through correspondence with interested persons, organizations, and federal, state, regional, and local agencies. Six public scoping meetings will be held, as well as one inter-agency scoping meeting. See **DATES** below for details.

DATES: *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered should be sent to the RTA by January 5, 1998. See **ADDRESSES** below. Oral comments should be made at one of the six public scoping meetings scheduled below. *Scoping Meetings:* Public scoping meetings will be held on the following days and locations:

Tuesday, December 9, 1997, from 4:00 p.m. to 9:00 p.m., Kane Hall, Walker Ames Room, University of Washington Campus, Seattle, WA

Wednesday, December 10, 1997, from 4:00 p.m. to 9:00 p.m., Union Station, 401 S. Jackson Street, Seattle, WA

Thursday, December 11, 1997, from 4:00 p.m. to 9:00 p.m., Rainier Community Center, 4600 36th Avenue South, Seattle, WA

Saturday, December 13, 1997, from 9:00 a.m. to 12:00 noon, Seattle Central Community College, 1701 Broadway, Room 1110, Seattle, WA

Saturday, December 13, 1997, from 1:30 p.m. to 5:00 p.m., Foster High School Commons, 4242 S. 144th Street, Tukwila, WA

Wednesday, December 17, 1997, from 4:00 p.m. to 9:00 p.m., Tyee High School

Auditorium, 4424 South 188th Street, SeaTac, WA

A scoping meeting for governmental agencies will be held on Monday, December 8, 1997, between 1:00 p.m. and 4:00 p.m. at the RTA, 1100 2nd Avenue, Suite 500, Seattle, WA 98101-3423. All the locations for the scoping meetings are accessible to people with disabilities. People with special needs should contact the RTA at the address below or by calling (206) 684-6776. A TDD number is also available: (206) 684-1394.

Scoping meetings will be held in an "open-house" format. Project representatives will be available to discuss the project throughout the entire meeting. Informational displays and written materials will also be available throughout the entire meeting. In addition to written comments, which may be made at the meeting or as described below, a stenographer will be available at the meeting to record oral comments.

ADDRESSES: *Written comments on the project scope should be sent to:* Perry Weinberg, Environmental Compliance Manager, Regional Transit Authority, 1100 Second Avenue, Suite 500, Seattle, WA 98101-3423; *fax number:* (206) 689-3525.

FOR FURTHER INFORMATION CONTACT: Mr. F. William Fort, Transportation Program Specialist, Federal Transit Administration, Region X, 915 Second Avenue, Room 3142, Seattle, WA 98174; *phone number:* (206) 220-4461.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA and the RTA invite interested individuals, organizations, and federal, state, regional and local agencies to participate in defining the alternatives within the corridor to be evaluated in the EIS and identifying any significant, social, economic, or environmental issues related to the alternatives. An Environmental Scoping Information Report describing the project, the proposed alternatives, the impact areas to be evaluated, the public involvement program and the preliminary project schedule has been prepared. You may request a copy of the report by contacting the person identified above in the section **FOR FURTHER INFORMATION CONTACT**. Scoping comments may be made orally at the public scoping meetings or in writing. See **DATES** above for locations and times, and see the **ADDRESSES** section above for written comments. During scoping, comments should focus on identifying specific social, economic, or environmental impacts to be evaluated

and suggesting alternatives that are more cost-effective or have fewer environmental impacts while achieving similar transit objectives.

Scoping materials will be available at the meeting or in advance of the meeting by contacting the RTA at (206) 684-6776. If you wish to be placed on the mailing list to receive further information as the project proceeds, please contact the following at the RTA: Ron Endlich, LRT North Corridor Manager (206) 684-1634 or Jonathan Jackson, LRT South Corridor Manager (206) 684-6773.

II. Description of Study Area and Project Need

The Central LRT Project study area is a north-south corridor, approximately 23 miles long between the Northgate area in north Seattle and SeaTac, Washington. The Central LRT Project will include a partially grade-separated, double-track light rail line on new right-of-way. Conventional LRT low-floor vehicles are expected to be used. Service is expected to operate every 6 minutes in peak periods and every 8 minutes in off-peak times, 18 to 20 hours a day, seven days a week.

A total of 21 LRT stations are proposed to serve the major transit markets of Northgate, the University District, Capitol Hill, First Hill, downtown Seattle, Southeast Seattle, and the cities of Tukwila and SeaTac. Light rail service will operate through downtown Seattle in the existing transit tunnel. Bus transfer facilities will be provided at each LRT station. Transfers to planned commuter rail service will take place at several selected stations.

III. Alternatives

The alternatives proposed for evaluation include a variety of alignment alternatives for different segments of the corridor. In addition, various track profiles will be evaluated throughout the study area. Profiles include tunnel, surface and aerial sections.

Beginning from the south, in the SeaTac segment two route alignment alternatives will be evaluated. One route follows International Blvd. (State Route 99) from S. 200th Street, north past SeaTac Airport to the intersection with SR-518. The other alignment starts from the same location at the south end of the City and follows 28th Street, using SeaTac Airport property traveling north to connect with the SR-99 route.

In the Tukwila segment, two alternative alignments will be evaluated. One alignment would use Pacific Highway South (State Route 99) between the SeaTac city limits and

Boeing Access Road. The second alignment would travel east from State Route 99 along State Route 518 and continue east past Southcenter Mall. The line would proceed north along Interurban Avenue to I-5 at Boeing Access Road.

In the southeast Seattle (Rainier Valley) segment, two alignment alternatives will be considered. One follows Martin Luther King, Jr. Way from Henderson Street north to McClellan Street. The other follows Rainier Avenue South between the same locations. Various combinations of these alignments may also be considered.

Between South McClellan Street and the Downtown Seattle Transit Tunnel, two general alignments will be evaluated. One alignment would run north along Rainier Avenue past I-90, before heading west to connect with the existing International District tunnel station. The second alignment would explore the feasibility of tunneling under Beacon Hill, beginning just west of the intersection of Rainier Avenue and Martin Luther King, Jr. Way. The route would connect with the existing E-3 busway at South Lander Street and would travel north to the International District tunnel station.

From the north end of the Downtown Seattle Transit Tunnel to the University District, two alignments will be evaluated. One alignment is a tunnel beginning under I-5 east of the existing Convention Place tunnel station. The tunnel would loop south to serve First Hill, then continue north under Broadway Avenue and 10th Avenue East. The tunnel would continue under Portage Bay and 15th Avenue Northeast in the University District. Another alignment would run north from the Downtown Seattle Transit Tunnel at the Westlake Station underground through the Denny Regrade and the Seattle Center areas. The route would continue northeast through south Lake Union and the Eastlake/Fairview area, adjacent to I-5. The route would leave the tunnel north of SR-520 and would cross the Ship Canal on a new high-level bridge parallel to the existing I-5 bridge. The route would continue east along Campus Parkway and reenter a tunnel under the University District.

In the University District to Northgate segment, several alternative alignments will be considered for the segment between Ravenna Boulevard and N.E. 75th Street. These alternatives include alignments along 8th Avenue N.E., Roosevelt Way, and 12th Avenue N.E.

The proposed Central LRT Project also includes construction of an LRT vehicle storage and maintenance facility. Alternative locations for the

facility will be evaluated in the City of Tukwila, near Boeing Access Road and East Marginal Way South, and in Southeast Seattle, between Boeing Access Road and Henderson Street.

The No-Build alternative, which involves no change to transportation services or facilities in the corridor beyond those currently programmed, will also be evaluated in the EIS.

IV. Probable Effects/Potential Impacts for Analysis

The FTA and RTA plan to evaluate in the EIS all significant, social, economic, and environmental impacts of the alternatives. Environmental and social impacts proposed for analysis include land use and neighborhood impacts, traffic and parking impacts near stations, traffic circulation, visual impacts, health and safety impacts, impacts on cultural and archaeological resources, impacts on wetland and parkland areas, and noise and vibration impacts. The impacts on natural areas, rare and endangered species, and earth, air and water quality, will also be covered. The impacts will be evaluated both for the construction period and for the long-term period of operations. Reasonable measures to mitigate adverse impacts will be identified.

V. FTA Procedures

The Environmental Impact Statement (EIS) and the Preliminary Engineering (PE) for the Central Light Rail Transit Project will be conducted simultaneously. The locally preferred light rail transit mode and its general alignment were selected previously on the basis of the evaluation in the Major Investment Study (1997). The EIS/PE process will assess the social, economic and environmental impacts of alternative specific alignments, station locations and designs, and maintenance facility locations and designs to minimize and mitigate adverse impacts. A draft EIS will be published and made available for public and agency review and comment, and public hearings will be held. On the basis of the draft EIS and the comments received, the RTA will refine the project design and complete preliminary engineering and the final EIS.

Issued: November 12, 1997.

Helen M. Knoll,

Regional Administrator.

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