

available for specific follow-on meetings as needed. Contact the Sat/Nav Investment Analysis Team Lead for this purpose.

**FOR FURTHER INFORMATION CONTACT:** Ms. Millie Butler-Harris, CNS Facility Investment Analysis, ASD-410, at (202) 358-5399 and via e:mail at [millie.butler-harris@faa.gov](mailto:millie.butler-harris@faa.gov) or Dr. Robert Rovinsky, the SatNav Investment Analysis Team Lead, ASD-410, at (202) 358-5212 and via e:mail at [robert.rovinsky@faa.gov](mailto:robert.rovinsky@faa.gov).

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration is reviewing its plan to transition to a totally satellite-based navigation (Sat/Nav) infrastructure. A Sat/Nav public meeting is planned to obtain input from the aviation community as the FAA considers the analysis and develops the alternatives for a particular approach to navigation within the Nation's airspace.

At this meeting, the FAA will review the economic information that the team has already received along with the cost, benefits the risk findings. The team will also discuss its overall findings including the alternatives analysis. This is the last in a series of three public meetings prior to the investment analysis team's presentation before the FAA's Joint Resources Council with its recommended baseline for Sat/Nav.

The public is invited to attend the meeting as observers and/or to provide comment. Requests to attend this meeting and to obtain information should be directed to the contact persons listed above. Additional information will be posted on the Internet at [www.faa.gov/asd](http://www.faa.gov/asd).

Issued in Washington, DC., on June 9, 1999.

**Janice L. Peters,**  
*Designated Official.*

[FR Doc. 99-15294 Filed 6-15-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application (99-01-C-00-CEZ) To Impose and To Use a Passenger Facility Charge (PFC) at Cortez Municipal Airport, Submitted by the City of Cortez, CO.

**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 to use a PFC at Cortez Municipal Airport under the provisions of 49 U.S.C. 40117 and Part

158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before June 16, 1999.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan Wiechmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 E. 68th Avenue, Suite 224; Denver, CO 80249-6361.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Russ Machen, Acting Airport Manager, at the following address: Cortez Municipal Airport, 210 East Main Street, Cortez, Colorado 81321.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Cortez Municipal Airport, under section 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Christopher Schaffer, (303) 342-1258; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 E. 68th Avenue, Suite 224; Denver, CO 80249-6361. 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 (99-01-C-00-CEZ) to impose and to use a PFC at Cortez Municipal Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On June 9, 1999, the FAA determined that the application to impose and to use a PFC submitted by the City of Cortez, Colorado, 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 September 7, 1999.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* September 1, 1999.

*Proposed charge expiration date:* August 1, 2007.

*Total requested for approval:* \$200,078.00.

*Brief description of proposed projects:* Install distance remaining signs, construct electrical vault; Reconstruct commercial ramp; Purchase snowplow; Construct Taxiway "B"; Construct south half parallel Taxiway "A"; Land acquisition (Parcels 21 and 22); Acquire Index "A" fire truck.

Class or classes of air carriers which the public agency has requested not be

required to collect PFC's: Withdrawn per letter dated June 3, 1999.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Cortez Municipal Airport.

Issued in Renton, Washington on June 9, 1999.

**Carolyn T. Read,**

*Acting Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.*

[FR Doc. 99-15296 Filed 6-15-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Butte and Yuba Counties, 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 Butte and Yuba Counties, California.

**FOR FURTHER INFORMATION CONTACT:** Robert F. Tally, Chief, Program Delivery Team—North, Federal Highway Administration, California Division, 980 Ninth Street, Suite 400, Sacramento, California 95814, Telephone: (916) 498-5020.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the California Department of Transportation (Caltrans), will prepare an environmental impact statement (EIS) on a proposal to construct approximately 30 miles of expressway/freeway to provide facility continuity from the existing freeway at the junction of State Routes 65 and 70 south of Oroville, located in Butte County, and bypassing the City of Marysville, in order to better serve inter-regional transportation needs.

Alternatives under consideration include (1) taking no action; (2) an alternative which utilizes portions of existing State Route 70; and (3) several alternatives involving construction or

new alignments to the east or west of Marysville.

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 have previously expressed, or are known to have, an interest in this proposal. In addition, scoping meetings will be held during the latter part of 1999. Public notice for these scoping meetings will be given. A public hearing will be held. Public notice will be given of the time and place of the hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

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

Issued on: June 7, 1999.

**Robert F. Tally,**

*Chief, Program Delivery Team—North Sacramento, California.*

[FR Doc. 99-15201 Filed 6-15-99; 8:45 am]

BILLING CODE 4910-22-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Dallas County, Texas

**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 transportation project in Dallas County, Texas.

**FOR FURTHER INFORMATION CONTACT:** Mr. Walter C. Waidelich Jr., District Engineer, Federal Highway Administration, 300 E. 8th Street, Room 826, Austin, Texas 78701, Telephone (512) 916-5988.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Texas Department of Transportation (TxDOT) and the North Texas Tollway Authority (NTTA), will prepare an environmental

impact statement (EIS) for the Trinity Parkway reliever route from the SH-183/IH-35E interchange to SH-310/US-175 interchange to relieve traffic congestion on IH-35E and IH-30 within the City of Dallas. In 1998, A Major Transportation Investment Study (MTIS) was completed by TxDOT in order to develop a locally-preferred plan to solve transportation problems along the Trinity River corridor in Dallas and to integrate with community plans and goals for the Trinity River resource. The study was focused on transportation needs in the IH-35E/IH-30 interchange on the west side of downtown Dallas, locally known as the "Mixmaster," and the depressed segment of IH-30 south of downtown, locally known as the "Canyon." The MTIS Recommended Plan of Action is comprised of seven elements, which include improvements to existing facilities, improving alternative transportation modes, and constructing a reliever route along the Trinity River. The MTIS considered in detail four corridors for the proposed reliever route. These included Stemmons Freeway (IH-35E), Industrial Boulevard, the east Trinity River levee and the west Trinity River levee.

During the MTIS process, numerous alternatives were evaluated for the reliever roadway. The analysis of effects for each of the reliever roadway alternatives included the estimation of construction and right-of-way costs, traffic capacity considerations, effect on natural and cultural assets, effect on social and economic conditions, impacts on Trinity River projects, number of displacements, effect on access to adjacent properties, and difficulty/disruption in construction. From the preliminary alternatives considered, four build alternatives, one along existing Industrial Boulevard and three along the Trinity River levees, were identified as potential alternative alignments that warrant further study. The principal variations of the three alternatives along the Trinity River levees consist of a combined roadway with eight general purpose lanes along the river side of the east levee; a split parkway with four general purpose lanes along the river side of both levees; and a split parkway with four general purpose lanes along the land side of both levees. The Industrial Boulevard alternative consists of an elevated roadway (double-deck) with eight general purpose lanes and two high-occupancy vehicle (HOV) lanes. These alternatives and the no-build alternative along with any other reasonable alternatives identified during the scoping and public involvement

processes will be analyzed in further detail during the EIS review process.

The EIS will include a discussion of the effects of other known and reasonably foreseeable agency actions proposed within the Trinity Parkway corridor study area, which include proposed projects by the US Army Corps of Engineers (USACE) and the City of Dallas. The USACE has proposed flood control improvements consisting of the proposed Dallas Floodway Extension, which encompasses the Dallas Floodway from the AT&SF Railroad near Corinth Street to IH-20; and proposed flood control improvements from the AT&SF Railroad to Royal Lane in Dallas. The USACE has submitted a final EIS for the proposed Dallas Floodway Extension project. The proposed flood control improvements between the AT&SF Railroad and Royal Lane will be evaluated as part of a Programmatic EIS to be completed by the USACE for the Trinity River complex from the southern boundary of Dallas County to the upper reaches of the Trinity River Elm Fork, West Fork, and Clear Fork. The City of Dallas has proposed various Trinity River floodway improvements, which include the construction of lakes, wetlands, hike and bike trails, parks, and other recreational amenities. This project is identified as the City of Dallas Trinity River Master Implementation Plan and is currently in the planning stage.

A public scoping meeting is planned to be held in the summer of 1999. The date will be announced locally at a later time. This will be the first in a series of meetings to solicit public comments on the proposed action. In addition, public hearings will be held. Public notice will be given of the time and place of the meetings and hearings. The Draft EIS will be available for public and agency review and comment prior to the public hearings.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. 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 Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities apply to this program.)

**Walter C. Waidelich, Jr.,**

*District Engineer, Austin, Texas.*

[FR Doc. 99-15262 Filed 6-15-99; 8:45 am]

BILLING CODE 4910-22-M