

(other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed an approval of such program.

The submitted program contained one proposed action for noise abatement, one action for noise mitigation, and three program management measures for both on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR part 150 have been satisfied. The overall program was approved, by the Associate Administrator for Airports, effective March 23, 1999.

Outright approval was granted for two of the five specific program measures. The approved measures included such items as: Annually monitor aircraft noise levels and operations at the airport; monitor development proposals in the airport environs; and include disclosure provisions in land transfer documents. No Action was taken on the measure to implement an informal preferential runway use program and on the measure to use Runway 35, 68 percent of the time at night during light winds instead of Runway 7. The measure to install sound treatment of impacted residences within the 60 DNL contour was disapproved pending submission of additional information.

These determinations are set forth in detail in the Record of Approval endorsed by the Associate Administrator for Airports on March 23, 1999. The Record of Approval, as well as other evaluation materials, and the documents comprising the submittal are available for review at the FAA office listed above and at the administrative offices of state of Hawaii, Department of Transportation and at the Kona International Airport, Kailua-Kona, Hawaii.

Issued in Hawthorne, California on June 23, 1999.

Ellsworth L. Chan,

Acting Manager, Airports Division, AWP-600, Western-Pacific Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Intent To Prepare an Environmental Impact Statement (EIS) and Hold Scoping Meetings for Proposed Runway Reconfiguration at San Francisco International Airport (SFO), San Francisco, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice to prepare an EIS and conduct three (3) public scoping meetings and one (1) scoping meeting for interested Federal, state and local agencies.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this Notice to advise the public that an Environmental Impact Statement will be prepared to evaluate a proposed reconfiguration of the runways at San Francisco International Airport, San Francisco, California. To ensure that all major and/or substantial issues related to the proposed action are identified three (3) public scoping meetings and one (1) scoping meeting for interested Federal; state and local agencies will be held.

FOR FURTHER INFORMATION CONTACT: Camille Garibaldi, Environmental Protection Specialist, SFO-613, Planning and Programming Section, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303, Telephone: (650) 876-2927. Comments on the scope of the EIS should be submitted to the address above and must be received no later than September 9, 1999.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) in cooperation with the U.S. Army Corps of Engineers (ACOE), and U.S. Fish and Wildlife Service (FWS), will prepare an Environmental Impact Statement for the proposed reconfiguration of the runways at SFO. The need to prepare a National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) is based on the procedures described in FAA Order 5050.4A, Airport Environmental Handbook: SFO is a commercial service airport located within a standard metropolitan statistical area and the proposed runway reconfiguration includes construction of reconfigured runways to accommodate air carrier aircraft arrival and departure operations. FAA approval of the Airport Layout Plan for the airfield design will impact the area around the airport that has existing non-compatible land uses

in terms of aircraft noise; and the proposed development is likely to be controversial on several other significant environmental categories.

The City and County of San Francisco, pursuant to the California Environmental Quality Act of 1970 (CEQA) will also prepare an Environmental Impact Report (EIR) for the proposed development.

The FAA is the Federal Lead Agency responsible for preparing the EIS in cooperation with ACOE and FWS. The City and County of San Francisco, Office of Environmental Review is the State Lead Agency responsible for preparing the EIR. The lead agencies anticipate that separate EIS and EIR documents will be prepared on a parallel course. The EIS will meet the requirements of NEPA, while the EIR will meet CEQA requirements.

ALTERNATIVES: The EIS will evaluate multiple alternatives including various runway configurations at SFO, off airport alternatives, and a no action alternative. The proposed Runway Reconfiguration project alternatives will include one or more of the components listed below. A range and/or combination of construction methodologies will be considered. Methodologies may include fill in San Francisco Bay. Examples of potential construction methodologies include placement of fill in the San Francisco Bay (up to approximately 1,500 acres) and/or piling to support the runway(s).

Potential Runway Reconfiguration Project Components

- Construction of a new Runway 28R/10L parallel to and north of existing Runway 28R/10L.
- Construction of a new Runway 1/19 parallel to and either east or west of the existing Runway 1/19 system.
- New/revised instrument approach/departure flight procedures.
- Lengthening and northerly relocation of existing Runway 19R/1L.
- Construction of Runway Safety Areas for new and existing runways per the latest FAA requirements.
- Reconstruction and relocation of taxiway system to support the newly reconfigured runways.
- Reconstruction and relocation of airfield access roadways to support the new runway configuration.
- Reconstruction and relocation of navigation, communication and aircraft control facilities as required to support the reconfigured runways.
- Reconstruction of Aircraft Rescue and Fire Fighting facilities as necessary to support the runways.

- Potential removal and/or relocation of hangar and airfreight facilities to support the runway configuration.

- Reconstruction of ancillary support facilities such as drainage facilities, utilities and seawalls, etc to support the runway reconfiguration.

- Potential borrow site for fill material.

- Mitigation projects, as required, for the runway reconfiguration and associated actions.

PUBLIC SCOPING MEETINGS: The FAA will hold three (3) public and one (1) governmental agency scoping meetings to solicit input from the public and various Federal, state and local agencies to ensure that the full range of issues related to the proposed project are addressed and all major and/or substantial issues are identified. The first public scoping meeting will be held on Wednesday, August 4, 1999, from 7 p.m. to 10 p.m. at the South San Francisco Conference Center, 225 South Airport Boulevard, South San Francisco, California. The second public scoping meeting will be held on Saturday, August 7, 1999, from 12 p.m. to 4 p.m. at the San Mateo City Council Chambers, 300 West 20th Avenue, San Mateo, California. The third public scoping meeting will be held on Tuesday, August 10, 1999, from 7 p.m. to 10 p.m. at the City of San Francisco Board of Supervisors' Legislative Chamber, Room 250 at City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco, California. A scoping meeting will be held specifically for governmental and public agencies on Tuesday, August 10, 1999, from 1 p.m. to 3 p.m. In the City of San Francisco Board of Supervisors' Legislative Chamber, Room 250 at City Hall, for those agencies which have jurisdiction or special expertise on any environmental issue that should be addressed in the EIS being prepared for the project.

Comments and Suggestions: Written comments and suggestions concerning the scope of the EIS may be mailed to the FAA informational contact listed above and must be received no later than September 9, 1999.

Issued in Hawthorne, California on June 24, 1999.

Herman C. Bliss,

*Manager, Airports Division, AWP-600,
Western-Pacific Region.*

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Streamlining; Notice of Availability of Information

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of available information.

SUMMARY: The FHWA is announcing the availability of information about environmental streamlining efforts under section 1309 of the Transportation Equity Act for the 21st Century (TEA-21).

FOR FURTHER INFORMATION CONTACT: Ms. Lucy Garliauskas, Office of NEPA Facilitation, HENP, (202)366-2068, or Ms. Virginia I. Cherwek, Office of the Chief Counsel, HCC-31, (202)366-1372, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590; e-mail:

lucy.garliauskas@fhwa.dot.gov.

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.nara.gov/fedreg> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

Background

The environmental provisions of TEA-21, Pub. L. 105-178, 112 Stat. 107, 232, reflect Congress' reaction to concerns expressed about delays, unnecessary duplication of effort, and added costs often associated with the current process for reviewing and approving transportation projects. At the same time, the Congress did not change any environmental laws. Therefore, the FHWA concludes that the Congress intended no reduction in environmental protection. The chief objective of section 1309 of TEA-21, Environmental Streamlining, is to focus efforts on better, earlier, and more timely coordination among Federal, State, and local agencies.

The FHWA is currently in the process of identifying and defining ways to improve and streamline the environmental review processes for the development of highway projects consistent with continued environmental protection. These efforts may include:

- (a) Entering into a national Memorandum of Understanding with

other Federal agencies who are responsible for reviewing environmental documents prepared under the National Environmental Policy Act of 1969, Pub. L. 91-190, 83 Stat. 852, as amended, for a highway construction or transit project, or who issue a permit, license, and opinion relating to the project;

- (b) Recognizing successful efforts, promoting creative solutions at State and local levels, building upon successful practices;

- (c) Encouraging field organizations to pursue partnering opportunities and programmatic agreements for site specific or project specific (pilot) efforts;

- (d) Developing national dispute resolution procedures; and

- (e) Identifying ways to develop performance measures and to benchmark techniques assessing the effectiveness of the project development processes and practices.

The FHWA is also considering revisions to its Environmental Impact and Related Procedures regulations. Any proposed revisions will be published separately in the **Federal Register** for public comment.

Updates on the FHWA's activities, documents, and streamlining initiatives are available to the public. Additionally, information on future meetings and conference calls will be located on the FHWA Office of Planning and Environment's website: <http://www.fhwa.dot.gov/environment/index.htm>.

Authority: 23 U.S.C. 315; sec. 1309, Pub. L. 105-178, 112 Stat. 107, 232; and 49 CFR 1.48.

Issued on: June 24, 1999.

Kenneth R. Wykle,

Administrator.

[FR Doc. 99-16827 Filed 6-30-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA-99-5057]

Fatigue Reducing Technologies

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Request for information.

SUMMARY: In accordance with section 4021(a) of the Transportation Equity Act for the 21st Century (TEA-21), the FHWA seeks information about technologies that may reduce commercial motor vehicle (CMV) driver fatigue, while also lowering CMV emissions and reducing fuel consumption. The FHWA believes that many such technologies may exist in