

tribes, the Arizona State Historic Preservation Office, the Advisory Council on Historic Preservation, and other interested parties concerning potential effects on historic sites, including traditional cultural properties and Native American sacred sites.

This action provides interested persons an opportunity to comment on the proposed commercial routes. Before the commercial routes for GCNP are finalized, FAA and NPS will fulfill their consultation responsibilities. In this consultation process, the FAA in coordination with NPS, will continue to consider feasible actions to mitigate any identified significant impacts to Native American cultural, religious, or historic sites.

General Description of the Modified Routes

The FAA proposes to rename the Blue Direct route as Blue Direct North and restore and modify the Blue Direct South, the Blue 2, and the Green 4 routes, as appropriate. Commenters should also note that the chart depicts proposed modifications to the Desert View, Bright Angel, and Sanup Flight-free Zones and the Zuni Point corridor.

These proposed routes have been developed after consideration of various alternative routes by the FAA and NPS. The FAA and NPS believes that the proposed routes best address preservation issues and Native American concerns. The proposal also continues to provide routes for commercial tour operators that mitigate noise impacts and provide the public with the requisite level of safety. The FAA believes that the routes depicted on the chart made available by this notice, would provide an opportunity for commercial air tours as well as assist the NPS in achieving its statutory mandate to provide for the substantial restoration of natural quiet in GCNP.

Environmental Review

The FAA is preparing a draft environmental assessment (EA) for this proposed action to ensure conformance with the National Environmental Policy Act of 1969. Copies of the draft EA will be circulated to interested parties and placed in the docket, where it will be available for review.

Issued in Washington, DC on July 1, 1999.

L. Nicholas Lacey,

Director, Flight Standards Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of the Draft Supplemental Environmental Assessment for the Proposed Actions Relating to the Grand Canyon National Park and Public Comment

AGENCY: Federal Aviation Administration (FAA).

ACTION: Notice of availability and request for comments.

SUMMARY: The Federal Aviation Administration (FAA), in cooperation with the National Park Service (NPS) and the Hualapai Indian Tribe (the Tribe), announces the availability of the Draft Supplemental Environmental Assessment (DSEA) for proposed Special Flight Rules vicinity of Grand Canyon National Park (GCNP) and request for comments.

The DSEA was prepared pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended, FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts", and other applicable environmental laws, and regulations. The DSEA assesses the effects of proposed Federal actions under consideration by the FAA and the Department of the Interior (DOI). These actions are to assist the National Park Service (NPS) in achieving its statutory mandate imposed by Public Law 100-91 to provide for the substantial restoration of natural quiet in the GCNP. The proposed actions include the following: (1) New air tour routes, and modifications to existing air tour routes for commercial aircraft operating in the Special Flight Rules Area (SFRA) in the vicinity of GCNP, identified as Special Federal Aviation Regulation Number 50-2 (SFAR 50-2); (2) new air space, and modifications to existing airspace in the SFRA; and (3) a limitation on the number of commercial air tours in the SFRA.

DATES: The opportunity to provide written comments on the DSEA will extend from July 7, through September 7, 1999. Late filed comments will be considered to the extent practicable.

ADDRESSES: Written comments on the Draft Supplemental EA may be delivered or mailed, in triplicate, to: Federal Aviation Administration, Attention: William J. Marx, Air Traffic Airspace Management, Environmental Programs Division, ATA-300, 800 Independence Avenue, SW., Washington, DC 20591. Comments may also be submitted via the internet. The internet address for written comments is

Bill.Marx@FAA.GOV. Comments may be examined at the above address between 9 a.m. and 4 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Questions concerning this Draft Supplemental EA or the process being applied by the FAA should be directed to William J. Marx, via telephone at (202) 267-3075, or in writing to the address above.

SUPPLEMENTARY INFORMATION: The FAA and DOI are considering the proposed actions to assist the NPS in achieving its congressional mandate to provide for the substantial restoration of natural quiet at GCNP. Based upon further discussions with interested parties and consultation with Native American tribal representatives pursuant to Section 106 of the National Historic Preservation Act, the FAA is proposing additional revisions to the route structure in the SFRA. These proposed revisions will minimize impact on traditional cultural properties that we identified during consultation with Native American tribal representatives. The Notice of Route Availability (and accompanying chart), that details the proposed changes to the routes in the SFRA is being released concurrently with this DSEA, and contains a summary of the background information.

Other Federal actions considered in the DSEA include:

(1) Expansion of the Desert View Flight Free Zone (FFZ); (2) expansion of the boundary of the SFRA to contain the expansion of the Desert View FFZ; (3) reduction of the Sanup FFZ; and (4) a limitation on the number of commercial air tours in the SFRA. These proposals are contained in the Notice of Proposed Rulemaking (NPRM) for the Modification to the Airspace in the SFRA, and the NPRM for the Proposed Limitations to Commercial Air Tours in the GCNP. These documents are also being released concurrently with this DSEA and contain a summary of the background information.

The Supplemental EA

The scoping process for this Supplemental EA consisted of a public comment period for those interested agencies and parties to submit written comments representing the concerns and issues they believed should be addressed. The FAA received a total of 20 written comments. The Draft Supplemental EA contains a summary of those comments in Appendix G.

Information, data, opinions, and comments obtained throughout the course of the scoping process were used

in preparing the draft supplemental EA. The purpose of this Notice is to inform the public and local, State, and Federal government agencies of the availability of the draft supplemental EA. It also provides interested parties with an opportunity to present to the FAA their opinions, comments, information, or other relevant observations relating to the alternatives and potential environmental impacts of these proposals.

To maximize the opportunities for public participation in this environmental process, the FAA has mailed copies of the draft supplemental EA (DSEA), the two NPRMs, and the Notice of Route Availability and graphic to those individuals and agencies listed in Appendix I of the DSEA. The graphic containing the proposed route changes and airspace modifications is not being published in today's **Federal Register** due to the detail on the charts. Again these proposed actions represent concepts presently under consideration by the FAA and DOI.

Issued in Washington, DC on July 2, 1999.

William J. Marx,

*Manager, Environmental Programs Division,
Office of Air Traffic Airspace Management.*

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket No. FTA-99-5929]

A Study of the Section 5307 Urbanized Area Formula Program and the Transit Needs of Small Urbanized Areas

AGENCY: Federal Transit Administration, DOT.

ACTION: Request for comments; notice of meeting.

SUMMARY: Section 3033 of the Transportation Equity Act for the 21st Century requires the Federal Transit Administration to study whether the formula 49 U.S.C. 5336 for apportioning funds to urbanized areas accurately reflects the transit needs of certain small urbanized areas that have unusually intensive transit service for their size. This document announces the commencement of this study, and solicits comments and suggestions on its design and aims. The results of this study will be sent to Congress along with FTA's suggestions on whether the formula should be changed to reflect the transit need of small urbanized areas.

DATES: Written comments on this notice should be submitted by September 7,

1999. Two outreach sessions to discuss the study design will also be held on July 7, 1999, and July 14, 1999. See addresses for meeting locations.

ADDRESSES:

- (1) July 7, 1999, 10:00 AM to 12:00 noon (local time), at the Radisson Hotel, 500 Leisure Lane, Sacramento, CA. This meeting will be held in conjunction with the APTA/AASHTO/CTAA State Affairs Conference.
- (2) July 14, 1999, 10:00 AM to 12:00 noon (local time), at the U.S. Department of Transportation, 400 7th Street SW, Washington, DC, in Room 6332-36.

Written comments and suggestions regarding the proposed study must refer to the docket number appearing above and must be submitted to the United States Department of Transportation, Central Dockets Office, PL-401, 400 Seventh Street SW, Washington, DC 20590. All comments received will be available for inspection at the above address from 10 a.m. to 5 p.m., Monday through Friday, except Federal holidays. Those desiring the agency to acknowledge receipt of their comments should include a stamped, self-addressed postcard. Written material submitted at the workshops will also be placed in the docket.

FOR FURTHER INFORMATION CONTACT:

Darren Timothy, Office of Policy Development, FTA, (202) 366-0177. Email: darren.timothy@fta.dot.gov.

SUPPLEMENTARY INFORMATION:

- I. Electronic Access
- II. Background
- III. Research Questions

I. 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 **Federal Register's** home page at <http://www.nara.gov/fedreg> or the Government Printing Office's database at <http://www.access.gpo.gov/nara>.

II. Background

The Urbanized Area Formula Grants Program, section 5307 of Title 49 of the United States Code allocates funds to urbanized areas for capital, operating, and planning costs associated with mass transit; however, the actual apportionment formula is found in 49 U.S.C. 5336. The formula allocates section 5307 funds through a series of hierarchical tiers. The first division establishes two separate tiers of urbanized areas: (1) 9.32% is allocated

to small urbanized areas (population 50,000 to 199,999); (2) 90.68% is allocated to large urbanized areas (population 200,000 and above).

For small urbanized areas, the formula apportionments are based solely on two factors: (1) Population; and (2) Population times population density.

For larger urbanized areas, however, the formula again breaks down into two tiers:

(1) The Fixed Guideway Tier (33.29%). The formula for this tier includes three factors: (A) Fixed guideway route miles; (B) Fixed guideway revenue-vehicle; and (C) Fixed guideway passenger-miles weighted by passenger-miles per dollar of operating cost (the fixed guideway incentive tier)

(2) The Bus Tier (66.71%). 90.8% of this tier is allocated based on three factors: (A) Population; (B) Population times population density; and (C) Bus revenue-vehicle miles.

This portion of the bus tier is further divided between urbanized areas with more than and less than 1 million in population. The remaining 9.2% of the bus tier is allocated based on bus passenger-miles weighted by bus passenger-miles per dollar of operating cost (the bus incentive tier).

There are two other important distinctions between small and large cities in the formula program. The first lies in the method of funds allocation to the urbanized areas. Large urbanized areas receive their formula apportionments directly from the federal government, through a designated recipient agency within the urbanized area. Small urbanized areas that are not in a transportation management area do not receive federal formula funds directly, however. Instead, the governor of their respective state acts as the designated recipient, and receives an apportionment based on formula allocations for all the small urbanized areas within the state. The second distinction between large and small urbanized areas is that formula funds for small urbanized areas may be used for operating costs, while this option is no longer available to larger urbanized areas.

While most small urbanized areas have transit system characteristics which are substantially different from those of large urbanized areas, this does not hold universally. Certain small, transit-intensive cities provide a level of service that is substantially greater than their size and density characteristics might indicate. Given the tier structure of the section 5307 formula, however, this service level is not reflected in the