

Document, Thursday, September 30: (8) Subgroup 3, continuation of previous day's discussions. Friday, October 1: Closing Plenary Session: (9) Summary of Subgroups 2 and 3 Meetings; (10) Assign Tasks; (11) Other Business; (12) Dates and Locations of Next Meetings; (13) Closing.

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Washington, DC, 20036; (202) 833-9339 (phone), (202) 833-9434 (fax), or <http://www.rtca.org> (web site) or Mr. Tony Henley, Point of Conduct on Site at 011-44-1634 84 44 00 (phone), or 011-44-1634 81 67 21 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on August 30, 1999.

Janice L. Peters,

Designated Official.

[FR Doc. 99-23022 Filed 9-2-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (99-03-C-00-ASE) to Impose and Use the Revenue from a Passenger Facility Charge (PFC) at the Aspen/Pitkin County Airport, Submitted by the County of Pitkin, Aspen/Pitkin County Airport, Aspen, Colorado

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 use PFC revenue at the Aspen/Pitkin County 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 October 4, 1999.

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

In addition, one copy of any comments submitted to the FAA must

be mailed or delivered to Mr. David C. Gordon, Interim Airport Director, at the following address: 0233 East Airport Road, Suite A, Aspen, Colorado 81611.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to the Aspen/Pitkin County Airport, under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Christopher J. Schaffer, (303) 342-1258 Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 East 68th Avenue, Suite 224; Denver, Colorado 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 (99-03-C-00-ASE) to impose and use PFC revenue at the Aspen/Pitkin County Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On August 27, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the County of Pitkin, Aspen/Pitkin County Airport, Aspen, Colorado, was substantially complete with the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than December 1, 1999.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: March 1, 2000.

Proposed charge expiration date: October 1, 2002.

Total requested for use approval: \$1,424,000.

Brief description of proposed projects: Purchase Airport Sweeper, Overlay Airport Frontage Road, and Land Acquisition.

Class or classes of air carriers, which the public agency has requested not be required to collect PFC's: All air taxi/commercial operators filing FAA Form 1800-31.

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 applications, notice and other documents germane to the application in person at the Aspen/Pitkin County Airport.

Issued in Renton, Washington, on August 27, 1999.

David A. Field,

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

[FR Doc. 99-23023 Filed 9-2-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: SR 104—Kingston Ferry Terminal (Kitsap County) to the SR 104/101 I/C (Jefferson County), Washington; Notice of Intent/Notice of Scoping

AGENCY: Federal Highway Administration (FHWA), USDOT, in cooperation with Washington State Department of Transportation (WSDOT).

ACTION: Notice of intent and notice of scoping.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared to evaluate potential solutions to identified safety problems and traffic congestion along SR 104 in Kitsap and Jefferson Counties, Washington.

FOR FURTHER INFORMATION CONTACT: Gene Fong/Jim Leonard, Federal Highway Administration, 711 South Capitol Way, Suite 501, Olympia, Washington 98501, Telephone: (360) 753-9413/9408; or Gary Demich/Cassandra Brotherton, Washington State Department of Transportation, Olympia Region, PO Box 47440, Tumwater, WA 98504-7440, Telephone (360) 357-2605/2722.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the WSDOT, will prepare an Environmental Impact Statement (EIS) on alternative solutions that can reduce the accident rate and provide additional capacity to meet current and future needs along a 24.5 mile stretch of the State Route 104 corridor on the Olympia Peninsula. The SR 104 project is a National Environmental Policy Act (NEPA) "pilot" project, intended to evaluate and improve the application of the NEPA process. The "pilot" process was developed cooperatively by Washington State and Federal agencies, and is jointly sponsored by Washington State Department of Transportation and FHWA.

The primary need in the SR 104 corridor is to provide multi-modal transportation linkage to the Kitsap and Olympic Peninsulas that enables safe, efficient and economical movement of

people and goods. The purpose is to do so in a manner that respects and provides for the competing needs: preserving scenic and natural beauty, historic and rural character of the area, the current quality of life for both residents and users, and the integrity of the natural environment.

This segment of SR 104 includes five areas along the corridor where the projected 20 year traffic growth will cause level of service 'F', or system breakdown due to high congestion. There are also three areas, generally one mile or longer, that currently have a five-year history of higher than average accident occurrences (HAC).

There are also six locations where existing roadway geometrics, traffic volumes, and other factors indicate a high potential for vehicles to run off the roadway (Risk).

Solutions are needed to reduce the rate and severity of accidents and to provide for the projected traffic demand. While alternatives have not yet been identified, a series of reasonable alternatives that could meet the purpose and need, as generated by the corridor stakeholders and adopted by the study Steering Committee will be considered in the EIS. The list of possible alternative solutions to be addressed in the EIS will be developed after evaluation/consideration of scoping comments.

Scoping

Announcements describing the proposed study/actions and soliciting comments will be sent to appropriate Federal, State, Tribal, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Three meetings will be held to identify the scope of issues to be addressed, the significant issues, and the possible improvement alternatives. The first two meetings will be conducted on *September 22, 1999*, at, the *Kingston Community Center* in Kingston, Washington. The first meeting from 3 p.m. to 4:45 p.m. will be conducted to focus on input from governmental agencies and tribes. The second, from 5 p.m. to 8:30 p.m., will be conducted primarily for the public. The third meeting, also for the public, will be held on *September 23, 1999* at the *Port Ludlow Fire Hall*, from 5 p.m. to 8:30 p.m. Written scoping comments may be submitted to the FHWA or WSDOT at the address provided above.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments, and suggestions are invited from all interested parties.

Comments or questions concerning this action and the EIS should also be directed to the FHWA or WSDOT 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.)

James A. Leonard, P.E.,

Transportation and Environmental Engineer, Federal Highway Administration—Washington Division.

[FR Doc. 99-22985 Filed 9-2-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Request for Statements of Interest: Availability for Demonstration of a High Speed Non-Electric (Fossil Fuel) Passenger Locomotive

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Request for expressions of interest.

SUMMARY: FRA announces the availability of a prototype high speed non-electric (fossil fuel) passenger locomotive for demonstration on designated intercity high-speed rail passenger corridors. FRA seeks statements of interest from States or consortia of States interested in participating with FRA, the manufacturer of this locomotive, and Amtrak in such demonstrations.

Eligible Participants

All States or consortia of States shall be eligible. States with high-speed rail corridors designated by the Secretary of Transportation pursuant to 23 U.S.C. 104(d) shall receive priority for the demonstration. It is expected that Federal financial assistance, if any, under this announcement will be provided only through a cooperative agreement.

Submission of Expressions of Interest

Five (5) copies of each Expression of Interest should be submitted by November 19, 1999 to the following address: Associate Administrator for Railroad Development, Federal Railroad Administration, Mail Stop 20, 1120 Vermont Avenue NW, Washington, DC 20590.

Points of Contact

Technical questions regarding this request may be directed to: Robert J. McCown, Director, Technology Development Programs, Federal Railroad Administration, Mail Stop 20, 1120 Vermont Avenue, NW, Washington, DC 20590, TEL 202-493-6350, FAX 202-493-6333.

Administrative questions regarding this request may be directed to: Robert L. Carpenter, Office of Acquisition & Grants Services, Federal Railroad Administration, Mail Stop 50, 1120 Vermont Avenue, NW, Washington, DC 20590, TEL 202-493-6153, FAX 202-493-6171.

Background

FRA's Next Generation High-Speed Rail program has been established to facilitate the deployment of technologies where improved performance or reduced cost could enhance the viability of high-speed passenger rail service, based on incremental improvements to existing rail infrastructure. The present focus of the program is in four primary areas: non-electric locomotives, grade crossing risk mitigation, track and structures, and advanced train control systems.

The successful development and demonstration of lightweight, high power, non-electric locomotives is critical to the introduction of passenger service in the United States at speeds above 90 mph. The cost of electrification may not yet be justifiable in some corridors. Further, locomotives based primarily on designs appropriate for freight applications are not practical for speeds above 100 mph, due to poor acceleration capability and weight, particularly unsprung mass, which is incompatible with sustained use on typical track structures, because of the large forces generated at high speeds. For territories where operations are shared with freight, high powered locomotives, with high rates of acceleration, are essential to the introduction of high-speed passenger operations.

FRA, in partnership with Bombardier Transit Corporation, is producing a prototype high-speed non-electric locomotive capable of 125 mph sustained operations, with the goal of ultimately being capable of 150 mph operations, with acceleration characteristics approaching or equal to current high-speed electric locomotives used on the Northeast Corridor. In future phases of the project, the locomotive may also be capable of demonstrating enhanced performance using the energy storage element of the