

by DOT from industry associations, transportation labor unions, public safety advocates, and others will be available for review in Docket No. OST-95-246, at the address below, Room PL-401, between 9:00 a.m. and 5:00 p.m., e.s.t., Monday through Friday, except national holidays.

ADDRESS AND PHONE NUMBERS:

Individuals and organizations interested in participating in the listening session must send notice of their interest and copies of their presentations to Maria Lameiro, U.S. Department of Transportation, OST/X-20, Room 10300, 400 Seventh Street, SW., Washington, DC 20590. Respondents may also send information by fax at (202) 366-7417. For additional information, call (202) 366-2892.

Dated: April 9, 1998.

Bernard Gaillard,

Director, Office of International Transportation and Trade.

[FR Doc. 98-9848 Filed 4-13-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Waco Regional Airport, Waco, TX

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 the revenue from a PFC at Waco Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before May 14, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Walter C. Shrupp, Director of Aviation, at the following address: Mr. Walter C.

Shrupp, Director of Aviation, City of Waco, Route 10, Box 173T, Waco, Texas 76708.

Air carriers and foreign air carriers may submit copies of the written comments previously provided to the Airport under Section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, Fort Worth, Texas 76193-0610, (817) 222-5614.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Waco Regional 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 April 3, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport 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 July 30, 1998.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: October 1, 1998.

Proposed charge expiration date: June 1, 2013.

Total estimated PFC revenue: \$2,081,400.

PFC application number: 98-02-C-00-ACT.

Brief description of proposed projects:

Projects To Impose and Use PFC's

Terminal Renovation and Expansion, and PFC Application Costs.

Proposed class or classes of air carriers to be exempted from collection PFC's:

None.

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, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the

application in person at Waco Regional Airport.

Issued in Fort Worth, Texas on April 3, 1998.

Edward N. Agnew,

Acting Manager, Airports Division.

[FR Doc. 98-9834 Filed 4-13-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: City of Lafayette, Lafayette Parish, LA

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 Lafayette, Louisiana.

FOR FURTHER INFORMATION CONTACT:

Mr. William C. Farr, Program Operations Manager, Federal Highway Administration, P.O. Box 3929, Baton Rouge, LA 70821, Telephone: (504) 389-0465.

SUPPLEMENTARY INFORMATION: An Environmental Impact Statement (EIS) will be prepared on a proposal to improve U.S. Routes 90 and 167 (Evangeline Thruway) in Lafayette, Louisiana. The proposed improvement, called the I-49 Connector, would involve an upgrade of the existing transportation corridor between the Lafayette Regional Airport and just south of the existing I-10/I-49 interchange, a distance of 5 miles.

In 1987, the U.S. Congress authorized and funded a demonstration study "to provide limited continuous access between an Interstate route and a highway on the Federal-Aid Primary System in Lafayette, Louisiana." In October, 1990, the Louisiana Department of Transportation and Development (LDOTD) and Federal Highway Administration (FHWA) began work on a comprehensive location study and Environmental Impact Statement (EIS) of potential transportation improvements in the U.S. 90/U.S. 167 Evangeline Thruway corridor in Lafayette. A Notice of Intent to prepare an EIS was issued on January 17, 1991. That work resulted in an approved Draft EIS in May, 1992, and a Public Hearing on the proposed project was held in July, 1992. Following the Public Hearing, FHWA withdrew the Draft EIS on December 11, 1992. This is a reopening of that project.

Improvements to the corridor are considered warranted to improve mobility for local traffic and provide route continuity for I-49, which currently terminates at I-10 north of the urban area. Any improvement under consideration would be adequate to accommodate existing and projected traffic demand. Alternatives under consideration include (1) taking no action; and (2) constructing a fully controlled access highway on new alignment or existing alignment. Incorporated into and studied with the build alternative will be design variations of grade and alignment. A re-examination of four (EA-1 Elevated, RR-3, RR-4, and RR-5 Elevated) of the six alternatives developed in the preparation of the 1992 Draft EIS will be conducted. In addition, an at-grade alignment through the corridor study area with the main line going over at selected interchange and/or grade separation locations will be developed and evaluated (At-Grade, Over at selected Interchange Locations). Alternatively, an at-grade alignment through the corridor study area with selected cross streets going over at interchange locations will also be developed and evaluated (At-Grade, with selected cross streets over at Interchange Locations). The Lafayette MPO has identified the following locations and cross streets to be considered for these alternatives; Willow Street, Mudd Avenue, Johnston Street, Pinhook Road, University Avenue and Kaliste Saloom Road. The EA-1 Depressed and the RR-5 Depressed alternatives will not be re-examined, but they will be referenced to as alternatives considered but eliminated with an explanation of the reason for elimination, as well as a history of these alternatives and their analysis.

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 interest in this proposal. Public meetings will be held in Lafayette between March, 1998 and the conclusion of the study. In addition, a Public Hearing will be held. Public notices will be given with the time and place of the meetings and hearing. The Draft EIS will be available for public and agency review and comment prior to the formal public hearing. A formal agency scoping meeting will be held.

To insure that the full range of issues related to this proposed action are addressed and that all significant issues are identified, comments and

suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to Mr. William C. Farr 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)

Mr. William A. Sussmann,

FHWA Division Administrator, Baton Rouge, LA.

[FR Doc. 98-9793 Filed 4-13-98; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on the Phase I Regional Rail Project, Raleigh-Durham, NC

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA) and the Research Triangle Regional Public Transportation Authority, locally known as Triangle Transit Authority or TTA, intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) on the proposed regional rail transit project in Wake and Durham Counties, North Carolina.

The EIS will evaluate the following alternatives: A No-build alternative; a Transportation System Management alternative consisting of low to medium cost improvements to the facilities and operation of TTA and local bus services in addition to currently planned transit improvements; and the regional rail transit alignment (including line, sixteen stations and support facilities). Scoping will be accomplished through correspondence with interested persons, organizations, and Federal, State and local agencies, and through public and agency meetings.

DATES: Comment Due Date: Written comments on the scope of alternatives and impacts to be considered should be sent to the Triangle Transit Authority by May 15, 1998. See **ADDRESSES** below.

Scoping Meetings: A public scoping meeting will be held on Monday, April 27, 1998 from 4 pm to 8 pm at the NC Biotechnology Center in Research Triangle Park. An agency scoping meeting will be held on Monday, April

27, 1998 at 9 am at the NC Biotechnology Center. See **ADDRESSES** below.

ADDRESSES: Written comments on the scope of alternatives and impacts to be studied should be sent to Mr. Jim Ritchey, General Manager, Triangle Transit Authority, PO Box 13787, Research Triangle Park, North Carolina 27709. **Scoping meetings** will be held at the following location: NC Biotechnology Center, 15 T.W. Alexander Drive, Research Triangle Park, NC 27709.

FOR FURTHER INFORMATION CONTACT: Mr. Tony Dittmeier, Federal Transit Administration, Region IV, (404) 562-3512.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA and TTA invite interested individuals, organizations, and federal, state and local agencies to participate in defining the alternatives to be evaluated and identifying any significant social, economic or environmental issue related to the alternatives. Specific suggestions related to additional alternatives to be examined and issues to be addressed are welcome and will be considered in the development of the final scope. Scoping comments may be made at the scoping meetings or in writing no later than May 15, 1998 (see **DATES** and **ADDRESSES** above). During scoping, comments should focus on identifying specific social, economic, or environmental impacts to be evaluated, and suggesting alternatives that are less costly or less environmentally damaging which achieve similar transit objectives. Comments should focus on the issues and alternatives for analysis, and not on a preference for a particular alternative.

Scoping materials will be available at the meeting or in advance of the meeting by contacting Triangle Transit Authority as indicated above. If you wish to be placed on the mailing list to receive further information as the project continues contact Mr. Jim Ritchey at the Triangle Transit Authority (see **ADDRESSES** above).

II. Description of Study Area and Project Need

The proposed project consists of an approximately 35 mile regional rail transit system. The technology proposed is diesel multiple units (DMU's), self-propelled, diesel-powered trainsets. The regional rail alignment will be located within the existing North Carolina Railroad and CSX railroad rights-of-way. The sixteen proposed stations connect the region's major activity centers, including universities, major