

Avenue G the proposed project will consider improved roadway connections to Kanesville Boulevard. The total length of the project is approximately 1.6 km (1 mile).

The existing rail corridor is crossed by an over capacity, 4-lane viaduct constructed in the early 1950's and several at-grade crossings. The proposed viaduct crossing is considered necessary to provide for existing and projected traffic demand and to improve public safety in this sector of the City of Council Bluffs.

Alternatives under consideration include: (1) Taking no action; (2) improvement of existing roadway corridors; and (3) a new connecting roadway corridor. The "new" roadway scenario will consider various alignments.

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 involvement will be sought throughout the analysis of this proposal. In addition, a public hearing will be offered. A scoping meeting will be held for identifying significant issues to be addressed in the environmental impact statement. Public notice will be given of the time and place of all public meetings. The draft EIS will be available for public and agency review 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 and questions concerning this proposed action and the EIS should be directed to the FHWA, Iowa DOT, or the City of Council Bluffs at the addresses provided under the caption **FOR FURTHER INFORMATION CONTACT.**

(Catalog of Federal Domestic Assistance Program Number 20.205, highway Planning and Construction. The regulation implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 315; 49 CFR 1.48)

Dated: December 14, 1999.

Bobby Blackmon,

Division Administrator.

[FR Doc. 99-33612 Filed 12-27-99; 8:45 am]

BILLING CODE 4910-22-U

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement, Kittitas County, WA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a programmatic environmental impact statement (EIS) will be prepared for a proposed highway project in Kittitas County, Washington.

FOR FURTHER INFORMATION CONTACT:

Gene K. Fong, Division Administrator, Federal Highway Administration, 711 South Capital Way, Suite 501, Olympia, WA 98501-0943, telephone: (360) 753-9480; or Leonard Pittman, Regional Administrator, Washington State Department of Transportation, 2809 Rudkin Road, Union Gap, WA 98909, telephone: (509) 575-2530.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Washington State Department of Transportation (WSDOT), will prepare an EIS for a proposal to improve a 13 mile portion of Interstate 90 (I-90) immediately east of Snoqualmie Pass in the Cascade Mountains, from Hyak (MP 54) to Easton Hill (MP 67).

The proposed improvements are intended to restore degraded highway surfaces, eliminate impediments to trucking, increase traffic capacity and design speed, and reduce closures due to avalanches and avalanche control activities. This highway is the major east-west corridor for truck-borne shipping in Washington; it is also the major east-west route for passenger automobile traffic. The proposed work is between 54 and 67 miles from Seattle. It is immediately east of Snoqualmie Pass in the Cascade Mountains, a popular destination for winter recreation within the state of Washington. I-90 in the Snoqualmie Pass area is subject to heavy traffic flows at all times of the year, with traffic-related slowdowns and stoppages an ongoing concern. Closures due to avalanches and avalanche control activities are common, and in the winter of 1998-1999, record snowfalls made closure frequent. Traffic stoppages on I-90 are costly to the state's economy. Potential issues of concern include fish and their habitat, wildlife habitat connectivity, wetlands, water quality, threatened and endangered species, existing management plans for forests and other areas, slope stability, cultural resources, public safety, and

socioeconomic impacts related to traffic flow.

Alternatives under consideration include: (1) Taking no action; (2) resurfacing the deteriorated concrete surface; (3) splitting eastbound from westbound lanes by building new westbound lanes along the opposite (south) side of Keechelus Lake from the existing east and westbound lanes, to rejoin at an undetermined distance southeast of the lake's outlet; (4) adding a third lane each way to connect with the existing 3-lane configuration at each end of the project; (5) straightening curves to increase design speeds, including one possible elevated section over part of an embankment in Keechelus Lake; (6) overpass and snowshed modification to provide adequate clearance for oversize loads; (7) increasing capacity of the existing snowshed to handle 5 snow chutes and protect all lanes. These alternatives are not necessarily exclusive, since some of them accomplish different purposes and may be used in combination with each other. Within the alternatives, there are possible subalternatives.

Letters describing the proposed action and soliciting comments will be sent to the appropriate federal, state, local agencies affected Indian tribes, private organizations, and citizens who have previously expressed or are known to have an interest in this project. A series of meetings with the public, interested community groups, and governmental agencies will be held beginning in February. In addition, a public hearing will be held after the release of the Draft EIS to receive public and agency comments. Public notice will be given of the time and place of the future meetings and 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 to this proposed project 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 FHWA at the address or phone number provided above. (Catalog of Federal Domestic Assistance Program No. 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: December 15, 1999.

Catherine F. Nicholas,

*Transportation and Environmental Engineer,
FHWA Washington Division.*

[FR Doc. 99-33611 Filed 12-27-99; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Best Practices Procurement Manual

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of updates to FTA's Best Practices Procurement Manual.

SUMMARY: FTA periodically updates its Best Practices Procurement Manual. These updates are currently available through the FTA World Wide Web Page and the FTA Office of Procurement.

FOR FURTHER INFORMATION CONTACT:

Reginald Lovelace, FTA Office of Procurement, (202) 366-2654. Electronic access to this and other documents concerning FTA's procurement requirements may be obtained through the FTA World Wide Web home page at <http://www.fta.dot.gov>.

SUPPLEMENTARY INFORMATION: FTA first published its Best Practices Procurement Manual (BPPM or Manual) in 1996. The purpose of the Manual is to assist FTA grantees and their contractors to better understand and implement the FTA third party procurement requirements, found at FTA Circular 4220.1D. Because the agency views the BPPM as a "living document," it has been continuously updated since 1996.

FTA has added the following subjects to the Manual: Procurement Planning and Organization (indefinite delivery contracts); Disadvantaged Business Enterprise (DBE) (comparing the previous and present DBE rules; listing administrative requirements; describing the goals for DBE participation; establishing certification standards and procedures; and discussing exemptions and waivers to the DBE rule); Contract Administration (particularly any changes in a given contract); Closeouts; and Disputes.

FTA intends to publish a fourth edition of the BPPM early next year; that manual will be available through the FTA Office of Procurement, 400 Seventh Street SW, Washington, DC 20590; it can also be downloaded through the FTA Web Page, www.fta.dot.gov.

Dated: December 22, 1999.

Nuria I. Fernandez,

Acting Administrator.

[FR Doc. 99-33615 Filed 12-27-99; 8:45 am]

BILLING CODE 4910-57-M

DEPARTMENT OF THE TREASURY

Fiscal Service

Surety Companies Acceptable on Federal Bonds: Name Change—General Accident Insurance Company of America

AGENCY: Financial Management Service, Fiscal Service, Department of the Treasury.

ACTION: Notice.

SUMMARY: This is Supplement No. 8 to the Treasury Department Circular 570; 1999 Revision, published July 1, 1999, at 64 FR 35864.

FOR FURTHER INFORMATION CONTACT:

Surety Bond Branch at (202) 874-6507.

SUPPLEMENTARY INFORMATION: GENERAL ACCIDENT INSURANCE COMPANY OF AMERICA, a Pennsylvania corporation, has formerly changed its name to CGU INSURANCE COMPANY, effective August 2, 1999. The Company was last listed as an acceptable surety on Federal bonds at 64 FR 35876, July 1, 1999.

A Certificate of Authority as an acceptable surety on Federal bonds, dated today, is hereby issued under Sections 9304 to 9308 of Title 31 of the United States Code, to CGU INSURANCE COMPANY, Philadelphia, Pennsylvania. This new Certificate replaces the Certificate of Authority issued to the Company under its former name. The underwriting limitation of \$131,739,000 established for the Company as of July 1, 1999, remains unchanged until June 30, 2000.

Certificates of Authority expire on June 30, each year, unless revoked prior to that date. The Certificates are subject to subsequent annual renewal as long as the Company remains qualified (31 CFR part 223). A list of qualified companies is published annually as of July 1, in the Department Circular 570, which outlines details as to underwriting limitations, areas in which licensed to transact surety business and other information. Federal bond-approving officers should annotate their reference copies of the Treasury Circular 570, 1999 Revision, at page 35870 to reflect this change.

The Circular may be viewed and downloaded through the Internet (<http://www.fms.treas.gov/c570/index.html>). A hard copy may be purchased from the

Government Printing Office (GPO), Subscription Service, Washington, DC, telephone (202) 512-1800. When ordering the Circular from GPO, use the following stock number: 048-000-00527-6.

Questions concerning this notice may be directed to the U.S. Department of the Treasury, Financial Management Service, Financial Accounting and Services Division, Surety Bond Branch, 3700 East-West Highway, Room 6A04, Hyattsville, MD 20782.

Dated: December 17, 1999.

Wanda J. Rogers,

Director, Financial Accounting and Services Division, Financial Management Service.

[FR Doc. 99-33535 Filed 12-27-99; 8:45 am]

BILLING CODE 4810-35-M

DEPARTMENT OF THE TREASURY

Fiscal Service

Surety Companies Acceptable on Federal Bonds: Name Change—Pennsylvania General Insurance Company

AGENCY: Financial Management Service, Fiscal Service, Department of the Treasury.

ACTION: Notice.

SUMMARY: This is Supplement No. 7 to the Treasury Department Circular 570; 1999 Revision, published July 1, 1999, at 64 FR 35864.

FOR FURTHER INFORMATION CONTACT:

Surety Bond Branch at (202) 874-6507.

SUPPLEMENTARY INFORMATION:

Pennsylvania General Insurance Company, a Pennsylvania corporation, has formally changed its name to GENERAL ACCIDENT INSURANCE COMPANY, effective August 2, 1999. The Company was last listed as an acceptable surety on Federal bonds at 64 FR 35885, July 1, 1999.

A Certificate of Authority as an acceptable surety on Federal bonds, dated today, is hereby issued under sections 9304 to 9308 of Title 31 of the United States Code, to GENERAL ACCIDENT INSURANCE COMPANY, Philadelphia, Pennsylvania. This new Certificate replaces the Certificate of Authority issued to the Company under its former name. The underwriting limitation of \$18,569,000 established for the Company as of July 1, 1999, remains unchanged until June 30, 2000.

Certificates of Authority expire on June 30, each year, unless revoked prior to that date. The Certificates are subject to subsequent annual renewal as long as the Company remains qualified (31 CFR, part 223). A list of qualified companies