

Forum" hyperlink on the Associate Administrator for Commercial Space Transportation's (AST) Internet home page, <http://ast.faa.gov>, or going directly to <http://ast.faa.gov/publicforum>.

The FAA will monitor public comments throughout the two-week forum. The FAA may ask clarifying questions of commenters. The FAA will not make any commitments or draw any conclusions during the open docket period.

Issued in Washington, DC, on December 23, 1999.

Joseph A. Hawkins,

Acting Associate Administrator for Commercial Space Transportation.

[FR Doc. 99-33937 Filed 12-29-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

First Tier Environmental Impact Statement: Jackson, Lafayette, Saline, Pettis, Cooper, Boone, Callaway, Montgomery, Warren, Lincoln, and St. Charles Counties, Missouri

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a First Tier environmental impact statement (EIS) will be prepared for proposed improvements to Interstate 70 in Jackson, Lafayette, Saline, Pettis, Cooper, Boone, Callaway, Montgomery, Warren, Lincoln, and St. Charles Counties, Missouri.

FOR FURTHER INFORMATION CONTACT: Mr. Donald Neumann, Programs Engineer, FHWA Division Office, 209 Adams Street, Jefferson City, MO 65101, Telephone: (573) 636-7104 or Mr. Bob Sfreddo, Director of Project Development, Missouri Department of Transportation, P.O. Box 270, Jefferson City, MO 65102, Telephone: (573) 751-4586.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a First Tier EIS for a proposal to investigate improvements to Interstate 70 through Missouri, from the interchange with Interstate 470 in Independence, Missouri (Exit 15) to the interchange in Lake St. Louis, Missouri (Exit 214). The first tier EIS will involve the examination of transportation strategies for improvements to Interstate 70 for 199 miles access the state of Missouri. The study area will be about five (5)

miles on each side of existing Interstate 70 across Missouri.

Strategies under consideration include: (1) Taking no action, (2) transportation system management, (3) other modes of transportation, (4) upgrading and improving the existing Interstate 70, (5) constructing a new limited-access highway on new or partially-new location, and (6) a combination of the above strategies. The First Tier EIS will be completed to a Record of Decision indicating a strategy and a broad corridor up to a mile wide for improvements to Interstate 70 across Missouri. The first tier EIS also will indicate an approach for subsequent NEPA work in the Second Tier(s) within the selected corridor. It will indicate specific projects having independent utility and logical termini for the Second Tier effort to progress to subsequent detailed design and construction of manageable projects in the future. The Second Tier will involve the detailed NEPA study for specific alignments within the broad corridor previously selected in the First Tier EIS.

The proposed First Tier EIS is the result of MoDOT's identification of Interstate 70 across Missouri for improvement as part of the future long range transportation plan. Given the current and projected traffic volumes, and the dated design of existing Interstate 70 (some portions dating from as early as 1956 as the first construction in the United States on the interstate highway system), improvements to the Interstate 70 corridor are considered critical to provide for a safe, efficient, and economical transportation network that will meet traffic demands in the state and for national travelers. The proposed improvements are also intended to be environmentally sound. System improvements will be examined based on the purposes of reducing traffic congestion, addressing roadway deficiencies, improving safety, reducing traffic congestion, and enhancing system linkage.

A scoping process has been initiated that involves all appropriate federal and state agencies. This will continue throughout the study as an ongoing process. An intensive public information effort will be initiated in January 2000 to include those agencies, local agencies, and private organizations and citizens who have previously expressed, or are known to have, interest in this proposal. This effort also will inform the public living in the study area and those who travel on Interstate 70 from across the nation with the interest of capturing their comments for and about the study. Public informational meetings will be held

across the study area to engage the regional community in the decision making process and to obtain public comment. In addition, public hearings will be held to present the findings of the First Tier Draft EIS (DEIS). Public notice will be given concerning the time and place of informational meetings and public hearings. The First Tier DEIS will be available for public and agency review and comment prior to the public hearings.

To ensure 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 proposed action and the First Tier EIS should be directed to the FHWA or MoDOT at the addresses previously provided.

(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.)

Issued on: December 16, 1999.

Donald L. Neumann,

Programs Engineer, Jefferson City.

[FR Doc. 99-33925 Filed 12-29-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Raleigh County, WV

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that it is revising the original notice of intent published in the **Federal Register** on August 28, 1997 (Volume 62, Number 167, Page 45695). The original notice stated that an environmental impact statement would be prepared for a proposed highway improvement project in Raleigh County, West Virginia. After further analysis, it has been determined there will be no significant environmental impacts and the appropriate NEPA document would be an environmental assessment.

FOR FURTHER INFORMATION CONTACT: Henry E. Compton, Division Environmental Coordinator, Federal Highway Administration, West Virginia Division, Geary Plaza, Suite 200, 700 Washington Street East, Charleston,

West Virginia, 25301, Telephone: (304) 347-5268.

SUPPLEMENTARY INFORMATION: In lieu of preparation of an environmental impact statement, the FHWA, in cooperation with the West Virginia Division of Highways (WVDOH) will prepare an environmental assessment for the proposed East Beckley Transportation Improvement Project. The project begins at the intersection I-64 just east of Beckley, and extends northward to connect with Appalachian Corridor L (US 19), a distance of approximately 7 miles. This project is considered necessary to provide for the existing and projected traffic demand. Alternatives under consideration include (1) taking no action; (2) using alternate traffic modes; (3) improve the existing system by constructing a four lane, limited access highway on new location. Incorporated into the study with the various building alternatives will be design variations of grade and alignment.

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 expressed or are known to have an interest in this proposal. A public meeting will be held in Beckley when appropriate. Public notice will be given of the time and place of the meeting. A draft environmental assessment will be available for public and agency review and comment prior to the public meeting.

To ensure the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited. Comments or questions concerning this proposed action or the modification of environmental document type should be directed to the FHWA 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)

Issued on: December 16, 1999.

Henry E. Compton,

Environmental Coordinator, Charleston, West Virginia.

[FR Doc. 99-33989 Filed 12-29-99; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA-99-6466]

Specialized Hauling Vehicle (SHV) Study

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of study; request for comments.

SUMMARY: The FHWA is announcing the initiation of a study required by Congress in the Transportation Equity Act for the 21st Century (TEA-21). Section 1213(f) of the Act directs the Secretary to examine the economic, safety and infrastructure impacts of truck weight standards on specialized hauling vehicles (SHVs). The Secretary is to report the results of the study to Congress and make any recommendations he determines appropriate as a result of the study, by June 9, 2000.

SHV's are generally single-unit trucks that have high tare (empty) weights from heavy-duty cargo-carrying bodies and special equipment to help load or unload their cargoes. They often require short wheelbases in order to access and maneuver safely at the types of loading and/or unloading facilities they serve. Because of the short wheelbase, the maximum legal weight for an SHV as determined by the federal bridge formula is often below the vehicle's gross weight limit as determined by individual single and tandem axle limits. SHV's are commonly considered to include: solid waste removal trucks, home fuel oil delivery trucks, construction material dump trucks, and cement transit mixers. Certain tractor-semitrailer dump vehicles hauling bulk construction materials might also be considered SHVs.

To gather data for this study, the FHWA requests information from State DOT officials, vehicle manufacturers, SHV operators, and other interested parties having knowledge of the weights and dimensions of the various types of SHVs, how these vehicles are used in various operations (trash removal, fuel oil delivery, hauling of construction/building materials), and the effects of truck size and weight limits on the productivity, safety and infrastructure impacts of those operations. The Agency is particularly interested in what provisions, if any, each State has excepting or permitting these vehicles to operate at weights above standard weight limits.

DATES: In order to be fully considered in the study, comments are requested by

February 28, 2000. The docket will remain open for comments until the study is completed, but the study schedule may not allow full consideration of comments received after February 28, 2000.

ADDRESSES: Your signed, written comments must refer to the docket number appearing at the top of this document and you must submit the comments to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, D.C. 20590-0001. All comments received will be available for examination at the above address between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Mr. William P. Linde, Office of Transportation Policy Studies, HPTS, (202) 493-0173, or Mr. Charles E. Medalen, Office of the Chief Counsel, HCC-20, (202) 366-1354. FHWA, 400 Seventh Street, SW., Washington, D.C. 20590-0001. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

Internet users may access all comments received by the U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://dms.dot.gov>. It is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help.

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

SHVs are generally single-unit trucks that, along with special cargo-carrying bodies, have equipment to help load and/or unload their cargoes. These specially equipped vehicles typically have high tare (empty) weights. SHVs are commonly considered to include: trash removal, home fuel oil delivery, dump, and cement transit mixers. Their operations often involve travel in inner city business districts, residential areas, or construction sites to load or unload. In these environments, SHVs require