

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Notice of Intent To Rule on Application 03-04-C-00-PIB To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Hattiesburg-Laurel Regional Airport, Hattiesburg, MS**

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 Hattiesburg-Laurel Regional Airport under the provisions of the 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 27, 2003.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: FAA/Airports District Office, 100 West Cross Street, Suite B, Jackson, MS 39208-2307.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Tomas E. Heanue, Executive Director of the Hattiesburg-Laurel Regional Airport Authority at the following address: 1002 Terminal Drive, Moselle, MS 39459.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Hattiesburg-Laurel Regional Airport Authority under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Patrick D. Vaught, Program Manager, Jackson Airports District Office, 100 West Cross Street, Suite B, Jackson, MS 39208-2307, (601) 664-9885. 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 to impose and use the revenue from a PFC at Hattiesburg-Laurel Regional Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On September 17, 2003, the FAA determined that the application to impose and use the revenue from a PFC submitted by Hattiesburg-Laurel Regional Airport Authority was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than January 13, 2004.

The following is a brief overview of the application.

Proposed charge effective date: April 1, 2004.

Proposed charge expiration date: April 1, 2006.

Level of the proposed PFC: \$4.50.

Total estimated PFC revenue: \$79,487.

Brief description of proposed project(s): Acquire air passenger boarding stairs, Expanding parking lot, Expand commercial apron, and Rehabilitate airport beacon and apron lights.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Hattiesburg-Laurel Regional Airport Authority.

Issued in Jackson, Mississippi on September 17, 2003.

Rans D. Black,

Manager, Jackson Airports District Office.

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement, Seattle, WA**

AGENCY: Federal Highway Administration (FHWA), USDOT.

ACTION: Revised notice of intent.

SUMMARY: The FHWA is issuing this revised notice of intent to inform the public, Tribes, and agencies of changes made to the initial Notice of Intent for a proposed highway project along SR 99 in Seattle, King County, Washington. The initial Notice of Intent announcing that an Environmental Impact Statement would be prepared for the project appeared in the **Federal Register** on June 22, 2001.

FOR FURTHER INFORMATION CONTACT: Barry Brecto (FHWA), 711 South Capitol Way, Suite 501, Olympia, Washington 98501 (telephone 360-753-9482); Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Avenue South, Suite 560, Seattle, Washington 98104 (telephone 206-464-1227); and Sandra Gurkewitz, City of Seattle, 600 Fourth Avenue, Suite 401, Seattle, WA 98104 (telephone 206-684-8574).

SUPPLEMENTARY INFORMATION: The FHWA, Washington State Department of Transportation (WSDOT), and the City of Seattle will prepare an environmental impact statement (EIS) documenting the environmental impacts of alternatives to

improve the Alaskan Way Seawall and existing SR 99 corridor that is partially served by the Alaskan Way Viaduct. The Alaskan Way Viaduct and Seawall are located in downtown Seattle, King County, Washington. The Alaskan Way Viaduct is one of two primary north-south limited access routes through downtown Seattle and is a vital link in the region's roadway system.

The purpose of the proposed action is to provide a transportation facility and seawall with improved earthquake resistance that maintains or improves mobility and accessibility for people and goods along the existing Alaskan Way Viaduct Corridor. The southern terminus of the project would be near S. Spokane Street. The north terminus would be Ward Street north of the existing Battery Street Tunnel.

Built in the 1950's, the Alaskan Way Viaduct is past the halfway point in its 75-year design life, and it does not meet current seismic design standards. Additionally, the soils around the foundations of the Alaskan Way Viaduct consist of former tidal flats covered with wet, loose fill material subject to liquefaction. The Alaskan Way Seawall, which is also vulnerable to earthquakes, holds these soils in place along the majority of the Alaskan Way Viaduct Corridor. Built in the 1930's, the Alaskan Way Seawall is in a state of disrepair and also does not meet current seismic design standards.

In addition, the Viaduct does not meet current roadway design standards for lane widths, shoulders, and ramp sight distances and tapers. These roadway deficiencies contribute to the high number and severity of traffic accidents on the Alaskan Way Viaduct. Four areas along this section of SR 99 are designated High Accident Locations.

Preliminary alternatives under early consideration include: Taking no action, replacing the Viaduct and Seawall in-kind, replacing the Viaduct and Seawall with a new elevated structure and a new seawall, replacing the Viaduct and Seawall with a tunnel, replacing the viaduct with a surface street, adding transit components, or combinations of these solutions.

The lead agencies have preliminarily identified the following key areas for discussion in the EIS:

- Local and regional transportation system
- Pioneer Square and Pike Place historic districts
- Neighborhoods, businesses, and residences
- Port of Seattle and Washington State Ferry operations
- Construction impacts along the Elliott Bay shoreline