

comment on the application to impose and use the revenue from a PFC at San Jose International 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). On August 7, 2000, the FAA determined that the application to impose and use the revenue from a PFC submitted by the city of San Jose 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 November 11, 2000.

The following is a brief overview of the application (No. 00-09-C-00-SJC):

Level of proposed PFC: \$3.00.

Proposed charge effective date: September 1, 2003.

Proposed charge expiration date: January 1, 2005.

Total estimated PFC revenue: \$29,780,000.

Brief description of the proposed projects: Taxiway Z—Apron Reconstruction, Terminal C Fire Protection, Fiber Optic Cable to Airport Response Center and Fire Station 20, Green Island Bridge, Replacement of Security Access Control System and Closed Circuit Television System, Skyport Grade Separation, Terminal Drive Improvements, Replacement of Passive Secondary Surveillance Radar, Terminal C Restroom Upgrade, and Interim Air Cargo Ramp Expansion.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators (ATCO) 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 Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the city of San Jose.

Issued in Hawthorne, California, on August 7, 2000.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Chemung County, New York

AGENCY: Federal Highway Administration (FHWA), New York State Department of Transportation (NYSDOT).

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for upgrading portions of NYS Route 17 to meet federal interstate standards in Chemung County, New York.

FOR FURTHER INFORMATION CONTACT:

Harold J. Brown, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, 7th Floor, Clinton Avenue and North Pearl Street, Albany, New York 12207, Telephone (518) 431-4127; or Peter E. White, Regional Director, New York State Department of Transportation, Region 6, 107 Broadway, Hornell, New York 14873, Telephone (607) 324-8404.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New York State Department of Transportation, will be preparing an Environmental Impact Statement (EIS) on a proposal to upgrade a 16 kilometer (10 mile) section of Route 17/Southern Tier Expressway to a fully controlled access freeway from just east of the Water Street-Exit 57 Interchange to the Route 427—Exit 59 Interchange within the Towns of Elmira, Ashland, Chemung and City of Elmira in Chemung County, New York. The proposal would involve the elimination of existing driveway connections and at-grade intersections, construction of two-lane local road segments on new alignment (to re-establish access) and reconstruction of the Route 17 mainline pavement on this highway section.

This highway upgrade is necessary to separate local and through traffic to reduce the occurrence of accidents related to turning movements to and from Route 17 to access commercial and residential properties as well as adjoining local streets. Additionally, the proposed project is necessary to bring this portion of Route 17 up to interstate standards for future designations as I-86.

Alternatives under consideration include a "No-build" and a "Build" alternative. The No-Build alternative is an alternative that involves no new construction and/or roadway

improvements. The Build alternative will include the elimination of driveways and at-grade intersections and adjustments to the local roadway system necessary to re-establish access. The Build alternative has many possible variations associated with the overall roadway section and right-of-way widths. The design process will identify the optimum combination of property acquisition and road work required.

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 interest in this proposal. The NEPA scoping process will be initiated in August 2000 and a public hearing will be held in the future at a time and place to be announced. The Draft-EIS, when prepared, will be available for public and agency review/comment.

To ensure that a 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 or questions concerning this proposed action and the EIS should be directed to the FHWA or NYSDOT at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 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.)

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Issued on: August 21, 2000.

Doug P. Conlan,

District Engineer, Federal Highway Administration, Albany, New York.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petitions for Waivers of Compliance

In accordance with Title 49 Code of Federal Regulations (CFR) Section 211.41, and 49 U.S.C. 20103, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for waiver of compliance with certain requirements of the Federal railroad safety regulations. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, and the nature of the relief being sought.