

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise that FHWA is terminating the Environmental Policy Act (EIS) process at the conclusion of the Draft Environmental Impact Statement/Major Investment Study (DEIS/MIS) phase of the project development. The FHWA and the WisDOT have jointly decided to not continue with completion of the EIS process for the IH 94 East-West Corridor Study. Work completed to date on the DEIS/MIS will serve as a starting point for developing environmental analysis and documentation for potential individual projects expected to follow. The DEIS/MIS was completed and made available to the public on November 8, 1996.

**FOR FURTHER INFORMATION CONTACT:** William K. Fung, FHWA Wisconsin Division Administrator; Telephone: (608) 829-7500, FHWA Wisconsin Division Office, 567 D'Onofrio Drive, Madison, WI 53719-2814.

**SUPPLEMENTARY INFORMATION:****Electronic Access**

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 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**

The FHWA, in cooperation with the Wisconsin Department of Transportation (WisDOT) is closing the Major Investment Study (MIS) for the I-94 East-West Corridor study in Milwaukee and Waukesha Counties, Wisconsin. The Draft Environmental Impact Statement (DEIS)/MIS was made available to the public on November 8, 1996. The DEIS/MIS evaluated five transportation components: (1) Redesign of the Marquette Interchange (I-94/I-43/I-794); (2) re-design of the East-West Freeway (I-94) between downtown Milwaukee and Waukesha; (3) special purpose lanes for carpools and buses in the East-West Freeway Corridor; (4) light rail transit in Milwaukee County; and (5) expanded bus transit service throughout the metro Milwaukee area.

A Locally Preferred Alternative (LPA) which included all five of the above-mentioned transportation components was accepted by the relevant county boards in 1997. However, none of the elements of the LPA have advanced into preliminary engineering. Developing the

LPA completed the MIS process. Therefore, FHWA is concluding the Major Investment Study process for the I-94 East-West Corridor in Milwaukee and Waukesha Counties.

Because the corridor-wide MIS is in place, and recognizing that the components of the LPA are unlikely to proceed on the same schedule, the I-94 East-West Corridor DEIS will not be followed by a corridor-wide Final EIS or Record of Decision. The previous work completed on the DEIS will now serve to provide a solid foundation of information on which to begin environmental analysis of individual components. Then, if found to satisfy State and Federal requirements, the individual component could be advanced through the final design and construction phases. Advancing an individual component requires its own sponsoring agency. This advancement of a component would not preclude or assure that another component would move forward.

(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)

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

Issued on: June 14, 2000.

**William K. Fung,**

*Division Administrator, Federal Highway Administration, Madison, WI.*

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**BILLING CODE 4910-22-M**

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Environmental Impact Statement:  
Ouachita Parish, Louisiana**

**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 Ouachita Parish, Louisiana.

**FOR FURTHER INFORMATION CONTACT:** William C. Farr, Program Operations Manager, Federal Highway Administration, 5304 Flanders Drive, Suite A, Baton Rouge, Louisiana 70808, Telephone: (225) 757-7615, Facsimile: (225) 757-7601.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Louisiana Department of Transportation and Development (LDOTD), will

prepare an Environmental Impact Statement (EIS) on a proposal to construct a new highway facility on an alignment to be determined. The proposed project, known locally as the Kansas Lane Connector, is generally located in the northeast quadrant of Monroe, Louisiana. The roadway includes several alternates based on the number of bridges needed for various alignments. The approximate length of the project is 4.3 kilometers (2.7 miles). Final length will depend on the alternative selected.

The proposed improvements would improve the connectivity, travel time, and safety of the area and increase regional access to the area, including the University of Louisiana at Monroe for persons, businesses and industry in the region.

The western terminus of the proposed project will be in the vicinity of the junction of U.S. Highway 165 and Forsythe Avenue and the eastern terminus will be in the vicinity of the junction of U.S. Highway 80 and Kansas Lane.

Alternatives to be considered are:

(1) The "Do-nothing" Alternative, where the current and existing highways will be repaired and maintained in their present location, capacity, and character.

(2) The "Build" Alternative, considering several different alignments, roadway type and control of access.

An agency scoping meeting will be held at a time and place to be determined at a later date. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, state, and local agencies and to private organizations, including conservation groups and groups of individuals who have expressed interest in the project in the past. At least one public informational meeting will be held in the project area that will be affected. In addition, a Public Hearing will be held. Public notice will be given of the time and place of the public informational meeting(s) and the Public 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 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 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)

**William A. Sussmann,**

*Division Administrator, FHWA, Baton Rouge, Louisiana.*

[FR Doc. 00-16006 Filed 6-23-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Environmental Impact Statement on the Dulles Corridor Rapid Transit Project in Metropolitan Washington, DC

**AGENCY:** Federal Transit Administration, DOT.

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

**SUMMARY:** The Federal Transit Administration (FTA), the Virginia Department of Rail and Public Transportation (DRPT), and the Washington Metropolitan Area Transit Authority (WMATA) intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, on the proposed Dulles Corridor Rapid Transit Project in Fairfax and Loudoun Counties, Virginia, which are within the metropolitan area of Washington, D.C. The lead agencies will also seek the cooperation of the Federal Aviation Administration (FAA), the Virginia Department of Transportation (VDOT), and the Metropolitan Washington Airports Authority (MWAA) in conducting this review.

The EIS will address the need to improve transit access and mobility in response to projected growth, traffic congestion, and land-use plans for the Dulles Corridor, including Tysons Corner. The EIS will develop alternatives for the project which will (1) be feasible, cost-effective, and beneficial transportation improvements that enhance connections to the existing transit systems, to Washington Dulles International Airport, and to land developments throughout the Dulles Corridor; (2) increase transit bus and Metrorail ridership; and (3) enhance the region's economic vitality and quality of life. The EIS will evaluate a No-Build Alternative, a Transportation Systems Management (TSM) Alternative, several Build Alternatives, and any additional alternatives generated by the scoping process. The TSM Alternative will assess low cost, operationally oriented

improvements to meet the transportation needs in the Dulles Corridor and will be equivalent to enhanced local and express bus service in the two counties. The Build Alternatives will consider Bus Rapid Transit (BRT), Metrorail rapid transit, and combinations of these transit modes. The type, design, location, and need of ancillary facilities, such as parking facilities, bus maintenance depots, and rail yards, will also be considered for the Build Alternatives. Scoping will be accomplished through meetings and correspondence with interested persons, organizations, the general public, Federal, State, regional, and local agencies.

**DATES:** *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered should be sent to Mr. Leonard Alfredson, Project Manager, Office of Extensions, Washington Metropolitan Area Transit Authority, 1550 Wilson Boulevard, Suite 300, Arlington, VA 22209, by Thursday, August 10, 2000.

*Scoping Meetings:* Public scoping meetings for the Dulles Corridor Rapid Transit Project will be held on:

*Tuesday, July 25, 2000*

7 p.m. to 10 p.m., George C. Marshall High School, 7731 Leesburg Pike, Falls Church, Virginia 22043.

*Wednesday, July 26, 2000*

7 p.m. to 10 p.m., Langston Hughes Middle School, 11401 Ridge Heights Road, Reston, Virginia 20191.

*Thursday, July 27, 2000*

7 p.m. to 10 p.m., Ashburn Elementary School, 44062 Fincastle Drive, Ashburn, Virginia 20147.

The locations of the scoping meetings are accessible to persons with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, to participate in the scoping meetings, should contact Mr. Leonard Alfredson at the address below or call the project INFO line at 888-566-7245 (TTD: 202-638-3780) by Monday, July 17, 2000, in order for WMATA to make necessary arrangements.

Scoping material will be available at the meetings and may also be obtained in advance of the meetings by contacting Mr. Alfredson at the address below or by calling the project INFO line above. Oral and written comments may be given at the scoping meetings; a video team will record all comments. If you wish to be placed on the mailing list to receive further information as the project develops, contact Mr. Leonard Alfredson at the address below, call the

project INFO line at 888-566-7245, or send an e-mail (including your name and address) to [dullescorridor@aol.com](mailto:dullescorridor@aol.com).

**ADDRESSES:** *Written comments* on the project scope should be sent to Mr. Leonard Alfredson, Project Manager, Office of Extensions, Washington Metropolitan Area Transit Authority, 1550 Wilson Boulevard, Suite 300, Arlington, VA 22209. *Scoping meetings* will be held at the locations identified above in the **DATES** section.

**FOR FURTHER INFORMATION CONTACT:** Mr. Douglas Kerr, P.E., Washington Metro Area Coordinator, Federal Transit Administration, 202-366-1641.

#### SUPPLEMENTARY INFORMATION:

##### I. Scoping

The FTA, DRPT, and WMATA invite all interested individuals and organizations, and federal, state, regional, and local agencies to provide comments on the scope of the project. During the scoping process, comments should focus on identifying specific social, economic, or environmental issues to be evaluated and on suggesting alternatives, which may be less costly or have less environmental impacts, while achieving similar transportation objectives. Comments should focus on the issues and alternatives for analysis and not on a preference for a particular alternative. Scoping material will be available at the meetings or in advance of the meetings by contacting Mr. Leonard Alfredson at WMATA or by calling the project INFO line, as indicated above.

The Dulles Corridor Rapid Transit Project will be closely coordinated with the following major regional studies and projects:

- *Capital Beltway Corridor Rail Feasibility Study*, a study by DRPT on the feasibility of constructing commuter rail from the existing mass transit rail facilities at Springfield to the mass transit rail facilities at or near Tysons Corner and Vienna. The study will examine the continuation of rail from Tysons Corner to a connection with rail in Maryland.

- *Capital Beltway NEPA Study*, an analysis by the Virginia Department of Transportation (VDOT) of beltway capacity and access improvements.

- *Dulles International Airport Master Plan* and landside improvements, a program of projects by the Metropolitan Washington Airports Authority.

- *I-66 EIS and Location Study*, a step in developing and implementing highway and transit improvements in the I-66 corridor between U.S. Route 15 in Prince William County and I-495 in Fairfax County.