

East (Terminal) Unit Connector, Construct Ground Service Equipment (GSE) Apron on East Side of the East Terminal Unit.

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

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 Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 315, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Colorado Springs Airport.

Issued in Renton, Washington on August 2, 2000.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 00-20279 Filed 8-9-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Williams, Mountrail, and Ward Counties, ND

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 Williams, Mountrail, and Ward Counties of North Dakota.

FOR FURTHER INFORMATION CONTACT: Mr. J. Michael Bowen, Division Administrator, Federal Highway Administration, 1471 Interstate Loop, Bismarck, North Dakota 58503, Telephone: (701) 250-4204.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperating with the North Dakota Department of Transportation, will prepare an environmental impact statement (EIS) on a proposal to improve U.S. Highway 2 (US 2) in Williams, Mountrail, and Ward Counties of North Dakota. The proposed improvement would involve the four-laning of US 2 from junction US 85 (milepost 32.4), north of Williston, to junction US 52 (milepost 131.3), west of Minot, a distance of nearly one hundred

miles. The proposed improvement would require the construction of an additional two-lane roadway adjacent to the present two-lane US 2.

The proposed improvements for four-laning U.S. Highway 2 are based on the public requests established by the repeated ongoing and historic formal and informal communication from local and regional civic and business groups. The completion of this four-lane facility will provide a consistent National Highway System Designated transportation system through the northern portion of North Dakota, with a primary benefit of enhanced economic development opportunities. Alternatives under consideration include: (1) Taking no action; (2) add two lanes to the south of the existing US 2; (3) add two lanes to the north of the existing US 2; (4) selectively add two lanes to the north or the south through the existing corridor; and (5) obliterate the existing US 2 and align the new four-lane section within the existing corridor.

Letters describing the proposed action and soliciting views and comments will be sent to various Federal, State and Local agencies and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A series of public meetings will be held in the US 2 area between August and December 2000 to solicit both oral and written comments from interested parties. Public notice will be given for the time and place of the public meetings. Project scoping will be completed in conjunction with the public meetings and the solicitation of views.

A draft EIS will be prepared based upon the project scoping. The draft EIS will be available for agency and public review and comment. In addition, a public hearing will be held following completion of the draft EIS. Public notice will be given for the time and place of the public hearing for the draft EIS.

To ensure that 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 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.)

Issued on: July 14, 2000.

William M. Brownell,

Assistant Division Administrator, Federal Highway Administration, Bismarck, North Dakota 58503.

[FR Doc. 00-20317 Filed 8-9-00; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

Release of Waybill Data

The Surface Transportation Board has received a request from Harkins Cunningham on behalf of Canadian National Railway Company (WB525-7-28-2000), for permission to use certain data from the Board's Carload Waybill Samples. A copy of the requests may be obtained from the Office of Economics, Environmental Analysis, and Administration.

The waybill sample contains confidential railroad and shipper data; therefore, if any parties object to these requests, they should file their objections with the Director of the Board's Office of Economics, Environmental Analysis, and Administration within 14 calendar days of the date of this notice. The rules for release of waybill data are codified at 49 CFR 1244.9.

Contact: James A. Nash, (202) 565-1542.

Vernon A. Williams,

Secretary.

[FR Doc. 00-20321 Filed 8-9-00; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-33 (Sub-No. 156)]

Union Pacific Railroad Company—Abandonment—in Harris, Fort Bend, Austin, Wharton and Colorado Counties, TX

On July 21, 2000, Union Pacific Railroad Company (UP) filed with the Surface Transportation Board (Board) an application for permission to abandon a line of railroad known as the Bellaire Subdivision, extending from milepost 3.48¹ near Bellaire Junction in Houston,

¹ A typographical error appears in documents previously filed in this proceeding, including the notice of intent, where the numerals 4 and 8 in the beginning milepost designation are transposed, indicating the milepost as 3.84, rather than 3.48, thereby omitting a 0.36-mile segment of the line. The correct milepost designation and length of the line appear in the line description of UP's system

Continued

to milepost 52.9 near Chesterville, a distance of 49.42 miles, in Harris, Fort Bend, Austin, Wharton and Colorado Counties, TX. The line includes the stations of Bellaire Junction (milepost 6.2), Bellaire Team (milepost 7.3), Jeannetta (milepost 10.9), West Park (milepost 13.4), Alief (milepost 15.0), Quality (milepost 17.0), Clodine (milepost 21.6), Fulshear (milepost 33.4), Simonton (milepost 38.4), and Wallis (milepost 44.8), and traverses U.S. Postal Service ZIP Codes 77005, 77006, 77027, 77036, 77042, 77056, 77057, 77063, 77072, 77081, 77082, 77083, 77098, 77401, 77423, 77434, 77435, 77441, 77450, 77469, 77476, 77485, and 77494.

The line does not contain federally granted rights-of-way. Any documentation in UP's possession will be made available promptly to those requesting it. The applicant's entire case for abandonment (case-in-chief) was filed with the application.

The line of railroad has appeared on UP's system diagram map or has been included in its narrative in category 1 since April 1, 2000.

The interest of railroad employees will be protected by *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

Any interested person may file with the Board written comments concerning the proposed abandonment or protests (including the protestant's entire opposition case), by September 5, 2000. All interested persons should be aware that, following any abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 U.S.C. 10905 (49 CFR 1152.28) or for a trail use condition under 16 U.S.C. 1247(d) (49 CFR 1152.29) must be filed by September 5, 2000. Each trail use request must be accompanied by a \$150 filing fee. *See* 49 CFR 1002.2(f)(27).

diagram map. The shippers on the line are not located near the omitted segment and are unaffected by the error. The cost and revenue data submitted with the application include this 0.36-mile segment. The typographical error is *de minimis* and fair notice of the scope of the application has been given.

Applicant's reply to any opposition statements and its response to trail use requests must be filed by September 19, 2000. *See* 49 CFR 1152.26(a).

Persons opposing the abandonment that wish to participate actively and fully in the process should file a protest. Persons who may oppose the abandonment but who do not wish to participate fully in the process by submitting verified statements of witnesses containing detailed evidence should file comments. Persons seeking information concerning the filing of protests should refer to 49 CFR 1152.25. Persons interested only in seeking public use or trail use conditions should also file comments.

In addition, a commenting party or protestant may provide:

- (i) An offer of financial assistance (OFA) for continued rail service under 49 U.S.C. 10904 (due 120 days after the application is filed or 10 days after the application is granted by the Board, whichever occurs sooner);
- (ii) Recommended provisions for protection of the interests of employees;
- (iii) A request for a public use condition under 49 U.S.C. 10905; and
- (iv) A statement pertaining to prospective use of the right-of-way for interim trail use and rail banking under 16 U.S.C. 1247(d) and 49 CFR 1152.29.

All filings in response to this notice must indicate the proceeding designation STB Docket No. AB-33 (Sub-No. 156) and must be sent to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001; and (2) James P. Gatlin, 1416 Dodge Street, #830, Omaha, NE 68179. The original and 10 copies of all comments or protests shall be filed with the Board with a certificate of service. Except as otherwise set forth in part 1152, every document filed with the Board must be served on all parties to the abandonment proceeding. 49 CFR 1104.12(a).

The line sought to be abandoned will be available for subsidy or sale for continued rail use, if the Board decides to permit the abandonment in accordance with applicable laws and regulations (49 U.S.C. 10904 and 49 CFR

1152.27). Each OFA must be accompanied by a \$1,000 filing fee. *See* 49 CFR 1002.2(f)(25). No subsidy arrangement approved under 49 U.S.C. 10904 shall remain in effect for more than 1 year unless otherwise mutually agreed by the parties (49 U.S.C. 10904(f)(4)(B)). Applicant will promptly provide upon request to each interested party an estimate of the subsidy and minimum purchase price required to keep the line in operation. The carrier's representative to whom inquiries may be made concerning sale or subsidy terms is set forth above.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Services at (202) 565-1592 or refer to the full abandonment regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 565-1545. [TDD for the hearing impaired is available at 1-800-877-8339.]

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by SEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact SEA to obtain a copy of the EA (or EIS). EAs in abandonment proceedings normally will be made available within 33 days of the filing of the application. The deadline for submission of comments on the EA will generally be within 30 days of its service. The comments received will be addressed in the Board's decision. A supplemental EA or EIS may be issued where appropriate.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: August 2, 2000.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 00-19996 Filed 8-9-00; 8:45 am]

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