

creation of a wake turbulence hazard may exist; 5) the existence of the proposed tower may interfere with air-to-ground communications; 6) the location of the proposed tower presents a possible collision hazard by being near the existing Twin Island Lake Visual Check Point; and 7) proliferation of towers in the Point Mackenzie area.

#### Meeting Procedures

(a) The meeting will be informal in nature and will be conducted by representatives of the FAA Alaskan Region.

(b) The meeting will be open to all persons on a space-available basis. Every effort was made to provide a meeting site with sufficient seating capacity for the expected participation. There will be no admission fee nor other charge to attend and participate.

(c) Any person wishing to make a presentation to the FAA Team will be asked to sign in and estimate the amount of time needed for such presentation. This will permit the Team to allocate an appropriate amount of time for each presenter. The Team may limit the time available for each presentation in order to accommodate all speakers. The meeting will not be adjourned until everyone on the list has had an opportunity to address the panel. The meeting may be adjourned at any time once all persons present have had the opportunity to speak.

(d) Any person who wishes to present a position paper to the Team pertinent to the aeronautical impact of the tower may do so.

(e) Persons wishing to hand out pertinent position papers to the attendees should present two copies to the presiding officer and have sufficient additional copies available for all attendees.

(f) The meeting will not be formally recorded. However, informal tape recordings may be made of the presentations to ensure that each respondent's comments are noted accurately.

(g) An official verbatim transcript or minutes of the informal airspace meeting will not be made. However, a list of the attendees, written statements received from attendees during and after the meeting, and a digest of discussions during the meeting will be included in the aeronautical study file.

(h) Every reasonable effort will be made to hear each request for presentation consistent with a reasonable closing time for the meeting. Written materials may also be submitted to the Team for up to seven (7) days after the close of the meeting.

#### Agenda

- (a) Opening Remarks and Discussion of Meeting Procedures
- (b) Briefing on Tower Proposal
- (c) Public Presentations
- (d) Closing Comments

\* \* \* \* \*

Issued in Anchorage, AK, on February 9, 2000.

**Willis C. Nelson,**

*Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 00-3700 Filed 2-15-00; 8:45 am]

**BILLING CODE 4910-13-P**

#### DEPARTMENT OF TRANSPORTATION

##### Federal Highway Administration

##### Environmental Impact Statement: San Francisco City and County, California

**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 roadway improvement project in San Francisco City and County, California.

**FOR FURTHER INFORMATION CONTACT:** G. P. Bill Wong, Acting Team Leader, Project Delivery Team North, Federal Highway Administration, California Division, 980 Ninth Street, Suite 400, Sacramento, California 95814-2724. Telephone: 916-498-5042.

**SUPPLEMENTARY INFORMATION:** The FHWA, working with the California Department of Transportation and the San Francisco County Transportation Authority, will prepare an environmental impact statement (EIS) on a proposal to improve State Route 101, in the City and County of San Francisco, California. The proposed improvement would involve construction of a new roadway to replace the existing southern approach to the Golden Gate Bridge, between the Golden Gate Bridge Toll Plaza and Broderick Street for a distance of just over one mile. State Route 101 at this location is known as Doyle Drive.

The project is considered necessary to increase safety, to replace the existing elevated 57-year old roadway to meet current seismic standards, to minimize the impacts of the highway and its traffic on the Presidio and the local communities, and improve access to the Presidio. Alternatives under consideration include (1) taking no action; (2) construct six-lane at-grade parkway on same alignment; and (3)

transportation system management improvements.

The project area is located within the Presidio of San Francisco, which is part of the Golden Gate National Recreation Area. The Presidio Trust and the National Park Service are land management agencies for the Presidio. The Presidio is a National Historic Landmark.

Letters describing this proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies and to private organizations and individuals that have previously expressed, or are known to have, an interest in this proposal. Three public scoping meetings will be held on the following dates, times and locations: (1) Friday, March 3, 2000 from 9:30 a.m. to 1:00 p.m. at 100 Van Ness, 25th Floor, San Francisco; (2) Tuesday, March 14, 2000 from 3:00 p.m. to 8:00 p.m. at the Golden Gate Club, The Presidio Building 135, Fisher Loop, San Francisco; and (3) Wednesday, March 15, 2000 from 6:00 p.m. to 9:00 p.m. at Marin Center Exhibit Hall, Avenue of the Flags, San Rafael, CA.

To ensure that the full range of issues and alternatives related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from interested parties. Comments or questions concerning this proposed action and the EIS should be directed to FHWA at the address provided above.

(Catalogue 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 February 10, 2000.

**G.P. Bill Wong,**

*Acting Team Leader, Sacramento.*

[FR Doc. 00-3607 Filed 2-15-00; 8:45 am]

**BILLING CODE 4910-22-M**

#### DEPARTMENT OF TRANSPORTATION

##### Federal Highway Administration

##### Environmental Impact Statement: Erie and Genesee Counties, New York

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

**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 toll barrier project in Erie and Genesee Counties, New York.

**FOR FURTHER INFORMATION CONTACT:**

Harold J. Brown, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, 9th Floor, Clinton Avenue and North Pearl Street, Albany, New York 12207, Telephone (518) 431-4127

Brian O. Rowback, Regional Director, New York State Department of Transportation Region 5, 125 Main Street, Buffalo, New York 14203, Telephone: (716) 847-3238

or

Christopher A. Waite, Director, Office of Design, New York State Thruway Authority, 200 Southern Boulevard, Albany, New York 12209, Telephone (518) 436-2916.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the New York State Thruway Authority (NYSTA) and the New York State Department of Transportation, will be preparing an Environmental Impact Statement (EIS) on a proposal to relocate the existing New York State Thruway (Interstate 90) "Williamsville" Toll Barrier from the Town of Amherst, Erie County, New York. The proposal would involve construction of 1.2 kilometers of approach/leave roadways, new toll booths/barriers and administration building and an access connection to the local highway system.

The toll barrier relocation is considered necessary because of safety and operational problems at the existing location, recurring congestion and community concerns over noise and air pollution. The objectives of the proposed action are to provide a toll barrier that has sufficient capacity to ensure suitable customer service, maintains public and employee safety, incorporates advances technologies, and addresses impacts to natural and human resources.

Alternatives under consideration include (1) taking no action; (2) improving the toll barrier at its current location; and (3) replacing the toll barrier with a new facility to be constructed at a suitable location between Interchange 49 (Transit Road) in the Town of Cheektowaga, Erie County, New York and Interchange 48A (Pembroke) in the Town of Pembroke, Genesee County, New York. The latter alternative may also involve the elimination of the existing toll facility at Interchange 49.

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. A formal NEPA scoping meeting will be held between February and March 2000. Public notice of the date(s) and location(s) will be given. In addition, 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 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, NYSTA 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: February 4, 2000.

**Douglas P. Conlan,**

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

[FR Doc. 00-3592 Filed 2-15-00; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[FMCSA Docket No. FMCSA-99-6585]

#### Hours-of-Service of Drivers; Pilot Program for Drivers Delivering Home Heating Oil

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of proposal to initiate a pilot program; request for comments.

**SUMMARY:** The FMCSA is announcing its proposal to initiate a pilot program in which the agency would grant an exemption from the weekly hours-of-service restrictions for drivers of commercial motor vehicles (CMVs) making home heating oil deliveries that occur within 100 air-miles of a central terminal or distribution point, during the winter months. The FMCSA also intends to allow States to grant temporary exemptions from the weekly

restrictions in their intrastate hours-of-service regulations for the transportation of home heating oil during the winter months for the purpose of enabling intrastate motor carriers conducting such operations to do so under terms and conditions identical to those used in the FMCSA's pilot program. The intrastate carriers would be required by the States in which they operate to report certain accident data to the FMCSA so that the agency can monitor their safety performance, combine the intrastate data with the interstate data, and analyze the results. Under the current regulations, drivers may not drive after being on duty 60 hours in any seven consecutive days if the motor carrier does not operate CMVs every day of the week (60-hour rule), or after being on duty 70 hours in any eight consecutive days if the motor carrier operates CMVs every day of the week (70-hour rule). During the pilot program, participating motor carriers would be allowed to "restart" calculations for the 60-hour or 70-hour rule, whichever is applicable, after the driver has an off-duty period encompassing two consecutive nights off-duty that include the period of midnight to 6 a.m. This action is in response to a request from the Petroleum Marketers Association of America (PMAA). The exemption, if granted, would preempt inconsistent State and local requirements applicable to interstate commerce.

**DATES:** Comments must be received on or before April 17, 2000.

**ADDRESSES:** Submit written, signed comments with the docket number appearing at the top of this document to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address from 9 a.m. to 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. Larry W. Minor, Office of Bus and Truck Standards and Operations, (202) 366-4009, Federal Motor Carrier Safety Administration, 400 Seventh Street, SW., Washington, DC 20590-0001; or Mr. Charles E. Medalen, Office of the Chief Counsel, HCC-20, (202) 366-1354, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 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