

- Potential removal and/or relocation of hangar and airfreight facilities to support the runway configuration.

- Reconstruction of ancillary support facilities such as drainage facilities, utilities and seawalls, etc to support the runway reconfiguration.

- Potential borrow site for fill material.

- Mitigation projects, as required, for the runway reconfiguration and associated actions.

PUBLIC SCOPING MEETINGS: The FAA will hold three (3) public and one (1) governmental agency scoping meetings to solicit input from the public and various Federal, state and local agencies to ensure that the full range of issues related to the proposed project are addressed and all major and/or substantial issues are identified. The first public scoping meeting will be held on Wednesday, August 4, 1999, from 7 p.m. to 10 p.m. at the South San Francisco Conference Center, 225 South Airport Boulevard, South San Francisco, California. The second public scoping meeting will be held on Saturday, August 7, 1999, from 12 p.m. to 4 p.m. at the San Mateo City Council Chambers, 300 West 20th Avenue, San Mateo, California. The third public scoping meeting will be held on Tuesday, August 10, 1999, from 7 p.m. to 10 p.m. at the City of San Francisco Board of Supervisors' Legislative Chamber, Room 250 at City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco, California. A scoping meeting will be held specifically for governmental and public agencies on Tuesday, August 10, 1999, from 1 p.m. to 3 p.m. In the City of San Francisco Board of Supervisors' Legislative Chamber, Room 250 at City Hall, for those agencies which have jurisdiction or special expertise on any environmental issue that should be addressed in the EIS being prepared for the project.

Comments and Suggestions: Written comments and suggestions concerning the scope of the EIS may be mailed to the FAA informational contact listed above and must be received no later than September 9, 1999.

Issued in Hawthorne, California on June 24, 1999.

Herman C. Bliss,

Manager, Airports Division, AWP-600,
Western-Pacific Region.

[FR Doc. 99-16756 Filed 6-30-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Streamlining; Notice of Availability of Information

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of available information.

SUMMARY: The FHWA is announcing the availability of information about environmental streamlining efforts under section 1309 of the Transportation Equity Act for the 21st Century (TEA-21).

FOR FURTHER INFORMATION CONTACT: Ms. Lucy Garliauskas, Office of NEPA Facilitation, HENP, (202)366-2068, or Ms. Virginia I. Cherwek, Office of the Chief Counsel, HCC-31, (202)366-1372, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590; e-mail:

lucy.garliauskas@fhwa.dot.gov.

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 Office of 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 environmental provisions of TEA-21, Pub. L. 105-178, 112 Stat. 107, 232, reflect Congress' reaction to concerns expressed about delays, unnecessary duplication of effort, and added costs often associated with the current process for reviewing and approving transportation projects. At the same time, the Congress did not change any environmental laws. Therefore, the FHWA concludes that the Congress intended no reduction in environmental protection. The chief objective of section 1309 of TEA-21, Environmental Streamlining, is to focus efforts on better, earlier, and more timely coordination among Federal, State, and local agencies.

The FHWA is currently in the process of identifying and defining ways to improve and streamline the environmental review processes for the development of highway projects consistent with continued environmental protection. These efforts may include:

(a) Entering into a national Memorandum of Understanding with

other Federal agencies who are responsible for reviewing environmental documents prepared under the National Environmental Policy Act of 1969, Pub. L. 91-190, 83 Stat. 852, as amended, for a highway construction or transit project, or who issue a permit, license, and opinion relating to the project;

(b) Recognizing successful efforts, promoting creative solutions at State and local levels, building upon successful practices;

(c) Encouraging field organizations to pursue partnering opportunities and programmatic agreements for site specific or project specific (pilot) efforts;

(d) Developing national dispute resolution procedures; and

(e) Identifying ways to develop performance measures and to benchmark techniques assessing the effectiveness of the project development processes and practices.

The FHWA is also considering revisions to its Environmental Impact and Related Procedures regulations. Any proposed revisions will be published separately in the **Federal Register** for public comment.

Updates on the FHWA's activities, documents, and streamlining initiatives are available to the public. Additionally, information on future meetings and conference calls will be located on the FHWA Office of Planning and Environment's website: <http://www.fhwa.dot.gov/environment/index.htm>.

Authority: 23 U.S.C. 315; sec. 1309, Pub. L. 105-178, 112 Stat. 107, 232; and 49 CFR 1.48.

Issued on: June 24, 1999.

Kenneth R. Wykle,

Administrator.

[FR Doc. 99-16827 Filed 6-30-99; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA-99-5057]

Fatigue Reducing Technologies

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Request for information.

SUMMARY: In accordance with section 4021(a) of the Transportation Equity Act for the 21st Century (TEA-21), the FHWA seeks information about technologies that may reduce commercial motor vehicle (CMV) driver fatigue, while also lowering CMV emissions and reducing fuel consumption. The FHWA believes that many such technologies may exist in