

provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990 (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On August 17, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of St. Cloud was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than December 11, 1999.

The following is a brief overview of the application.

PFC application number: 99-01-C-000-STC.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: February 1, 2000.

Proposed charge expiration date: August 1, 2020.

Total estimated PFC revenue: \$1,197,200.000.

Brief description of proposed projects: electrical revisions, airline terminal design services, airport issues study, airline terminal building, electrical improvements, snow removal equipment building addition, aircraft rescue and firefighting vehicle and braking meter, snow removal equipment with radios, security fencing, airport master plan update, and aircraft rescue and firefighting building construction, PFC application administration costs.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Ambulance Operators.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the St. Cloud Regional Airport Manager's Office.

Issued in Des Plaines, Illinois, on September 1, 1999.

Cameron Bryan,

Acting Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 99-23518 Filed 9-9-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Federal Highway Administration

Environmental Impact Statement on Transportation Improvements Within the Roosevelt Boulevard Corridor in Philadelphia, Pennsylvania

AGENCY: Federal Transit Administration and Federal Highway Administration, USDOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement.

SUMMARY: The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) as federal co-lead agencies, in cooperation with the Pennsylvania Department of Transportation, the City of Philadelphia and the Southeastern Pennsylvania Transportation Authority (SEPTA) as local lead agencies, are issuing this notice to advise interested agencies and the public that an environmental impact statement (EIS) may be prepared for transportation improvements in the Roosevelt Boulevard Corridor in Philadelphia, Pennsylvania. The Philadelphia City Planning Commission, the Mayor's Office of Transportation, and SEPTA are undertaking a Transportation Investment Study (TIS) to consider solutions to the problems of capacity and quality of transportation in the Roosevelt Boulevard Corridor which is marked by congestion and long travel times, especially for public transit riders. The TIS will include the NEPA scoping process, the identification and evaluation of design concept and scope alternatives, and the selection of a preferred alternative or alternatives. Subsequently, if an EIS is prepared, alternative alignments and designs that are consistent with the selected design concept and scope will be addressed in that document. Sponsorship of the EIS will depend on the outcome of the TIS and the alternatives remaining under evaluation. It is important to note that a final decision to prepare an EIS has not been made at this time. This decision will be made at the end of the TIS and will depend upon the nature of the selected concept and its expected impacts.

DATES: Comment Due Date: Written comments on the scope of the alternatives and impacts to be considered should be sent to Andrew Lenton, Project Manager, Philadelphia City Planning Commission, by October 15, 1999. See **ADDRESSES** below. *Scoping Meetings:* Public scoping meetings will be held on Wednesday, September 22,

1999 and Thursday, September 23, 1999, from 7:00 p.m. to 9:00 p.m. See **ADDRESSES** below.

ADDRESSES: Written comments on the scope should be sent to Andrew Lenton, Project Manager, Philadelphia City Planning Commission, 1 Parkway Building, 13th floor, 1515 Arch Street, Philadelphia, PA 19102. Scoping meetings will be held at the following locations:

Public Scoping Meeting #1

Wednesday, September 22, 1999, from 7:00 p.m. to 9:00 p.m., Frankford Group Ministries, Main Meeting Room, Orthodox & Griscom Streets, Philadelphia, PA 19124

Public Scoping Meeting #2

Thursday, September 23, 1999, from 7:00 p.m. to 9:00 p.m., Nazareth Hospital, Physician's Office Building (P.O.B.), 2601 Holme Avenue, Philadelphia, PA 19152.

FOR FURTHER INFORMATION CONTACT: John T. Garrity, Federal Transit Administration, or Carmine M. Fiscina, Federal Highway Administration, at (215) 656-7070.

SUPPLEMENTARY INFORMATION:

I. Scoping

Public scoping meetings will be hosted by the Philadelphia City Planning Commission (PCPC), the Mayor's Office of Transportation (MOT) and the Southeast Pennsylvania Transit Authority (SEPTA) on Wednesday, September 22, 1999, and Thursday, September 23, 1999, between 7:00 p.m. and 9:00 p.m. See **ADDRESSES** above. FTA, FHWA, PCPC, MOT and SEPTA invite interested individuals, organizations and public agencies to attend the scoping meetings and participate in establishing the purpose, alternatives, time framework and analysis approach, as well as an active public involvement program. The public is invited to comment on the alternatives currently proposed and to suggest additional alternatives which are more cost effective or which have less environmental impact while achieving similar transportation objectives. Comments should address the modes and technologies to be evaluated, the alignments and termination points to be considered, the environmental, social and economic impacts to be analyzed, and the evaluation approach to be used to select a locally preferred alternative.

To ensure that a full range of issues is addressed and all significant issues identified, comments and suggestions are invited from all interested parties.

Comments may be provided at the public scoping meetings, verbally and/or in writing. Comments or questions can also be directed to the PCPC (See ADDRESSES above.), or via e-mail to netis@libertynet.org or via telephone to (215) 790-3140. People with special needs should call Andrew Lenton at (215) 683-6429. The Nazareth Hospital site is accessible to people with disabilities.

An information packet is available which describes the purpose of the project, the possible alternatives, the impact areas to be evaluated, the citizen involvement program, and the schedule. The packet will be available at the public scoping meetings. It is also being mailed to affected federal, state and local agencies and to interested parties on record. Others may request the scoping materials by contacting Andrew Lenton, Project Manager, Philadelphia City Planning Commission. See ADDRESSES above.

II. Description of Study Area and its Transportation Needs

The Roosevelt Boulevard Corridor is located in the Northeast portion of Philadelphia, extending approximately 14 miles from Broad Street to the Philadelphia City Line. The Corridor is approximately one mile wide (width varies according to impact under consideration). It serves an area that includes some 400,000 residents of Northeast Philadelphia, including areas adjacent to Bucks and Montgomery Counties, and communities toward Center City, such as Olney, Feltonville, Hunting Park and Logan. Major attractors in the corridor include One & Olney Square, the Friends Hospital, Metropolitan Hospital, Northeast Tower Center, Rising Sun Plaza, Frankford Stadium, the future Frankford Transportation Center, Oxford Circle, the Northeast Regional Library, Roosevelt Mall, Nazareth Hospital, Evangelical and Baptist Homes, the Northeast Shopping Center, Northeast Philadelphia Airport, the Red Lion Shopping Center, the Swenson Skills Center, the Northeast Industrial Park, Boulevard Plaza, Byberry East Industrial Park, Community College of Philadelphia, and the Neshaminy Interplex Business Center. Environmental features include Hunting Park, Tacony Creek, Pennypack Creek, Pennypack Park, and Poquessing Creek.

The area is currently served or crossed by taxicab services, 27 bus routes, the R8 Fox Chase Regional Rail line and the termini of the Market-Frankford Subway-Elevated and the Broad Street Subway lines. Roosevelt Boulevard itself is a right of way nearly

200 feet wide in many sections. It is an attractive parkway with three express lanes and three local lanes in each direction. Traffic may move between the local and express lanes via slip ramps. The Boulevard itself crosses most intersections at grade, but at Oxford Circle, Pennypack Circle and Cottman Avenue, the express lanes are depressed below grade and continue through without grade crossings. The Boulevard serves as the main transportation spine of Northeast Philadelphia.

Travelers in the Boulevard Corridor presently experience quite long travel times, particularly by public transportation. The capacity and quality of transportation have not increased in proportion to the recent growth of population and employment in the corridor. Motorist and pedestrian safety also are primary concerns in the Corridor. Air quality tops the list of general concerns, because of the Philadelphia region's non-attainment of EPA air quality standards. Finally, the changing nature of land uses continues to further separate employment from residential locations, particularly for mobility-constrained households. The Northeast spine therefore presents a considerable need for transportation improvement.

III. Alternatives

It is expected that the scoping meeting and written comments will be a major source of candidate alternatives for consideration in the study. The following briefly describes the general alternatives that are suggested for consideration along the Corridor:

- *No Project.* Certain transportation improvement projects already slated for construction, such as the Woodhaven Expressway Extension and I-95 reconstruction, would proceed. However, no major improvements would occur in the Boulevard Corridor.

- *Transportation System Management (TSM).* TSM would involve making operational and low cost capital improvements to existing roadways and transit facilities. Pursuing this alternative could result in options such as enhancing bus service in the corridor, changing the design and operation of intersections, and improving bus stop waiting areas.

- *Additional Grade Separations.* Additional underpasses—similar to the one at Cottman Avenue—could address the Corridor's transportation needs.

- *Expressway.* This concept would lower the inner travel lanes below the cross streets.

- *Busway.* An exclusive travel lane for limited stop express buses could be implemented along the Boulevard.

- *Light Metro.* Under this concept, rail vehicles would operate at street level along the Boulevard median as an extension of the Broad Street Subway, crossing intersections at grade along the Boulevard. The vehicles would draw electricity from a third rail while in the subway and from overhead wires while on the Boulevard.

- *Broad Street Extension.* The Broad Street Line would extend up the Boulevard from Broad-Erie Station as either a subway or a modern elevated line.

- *Broad Street Extension with Expressway.* The Broad Street Line would operate in the median of the expressway described earlier.

- *Market-Frankford Extension.* The Market-Frankford Line would extend from Frankford Terminal along Bustleton Avenue, and from that point follow the Boulevard alignment. The line could operate as a subway or a modern elevated.

- *Market-Frankford Extension with Expressway.* From Bustleton Avenue northward, the Market-Frankford Line extension could operate in the median of the expressway described earlier.

- *Broad Street Extension with a One-Station Market-Frankford Extension.* In this suggested concept, the Broad Street Line would extend as a subway or elevated, as described above, and would meet a short extension of the Market-Frankford Line.

- *New York Short Line.* Either Broad Street Subway service or the Regional Rail network would be extended along the western portion of the study area, sharing the right-of-way of an existing freight railroad.

Based on public input received during scoping, variations of the above alternatives and additional alternatives suggested during scoping, as well as other transportation-related improvement options, both transit and non-transit, will be considered for the Roosevelt Boulevard Corridor.

IV. Probable Effects

Most of the Corridor runs through densely populated residential neighborhoods, with row homes facing the Boulevard. Also, the Boulevard is an attractive, tree-lined parkway. Issues and impacts to be considered during the study include potential changes to: the physical environment (air quality, noise and vibration, water quality, aesthetics, etc.); the social environment (land use, development, neighborhoods, job accessibility, etc.); parklands and historic resources; transportation system performance, including vehicular and pedestrian circulation and parking; capital, operating and maintenance

costs; financial resources available and financial impact. Evaluation criteria will include consideration of the local goals and objectives established for the study, measures of effectiveness identified during scoping, and criteria established by FTA for "New Start" transit projects.

Issued on: September 7, 1999.

Sheldon A. Kinbar,

Regional Administrator, FTA.

Carmine M. Fiscina,

Technology and Safety Engineer, FHWA.

[FR Doc. 99-23615 Filed 9-9-99; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

Advisory Council on Transportation Statistics

AGENCY: Bureau of Transportation Statistics.

ACTION: Notice of Meeting.

SUMMARY: Pursuant to Section 10(A)(2) of the Federal Advisory Committee Act (Public law 72-363; 5 U.S.C. App.2) notice is hereby given of a meeting of the Bureau of Transportation Statistics (BTS) Advisory Council on Transportation Statistics (ACTS) to be held Friday, September 17, 1999, 10:00 to 4:00 p.m. The meeting will take place at the U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC in conference room 3328 of the Nassif Building.

The Advisory Council, called for under Section 6007 of Public law 102-240, Intermodal Surface Transportation Efficiency Act of 1991, December 18, 1991, and chartered on June 19, 1995, was created to advise the Director of BTS on transportation statistics and analyses, including whether or not the statistics and analysis disseminated by the Bureau are of high quality and are based upon the best available objective information.

The agenda for this meeting will include an introduction of a new Advisory Council member, Director's programs update, BTS strategic plan, review of staffing, discussion of customer service outreach and marketing, report on focus groups held on BTS publications, update on safety conferences, identification of substantive issues, review of plans and schedule, other items of interest, discussion and agreement of date(s) for

subsequent meetings, and comments from the floor.

Since access to the DOT building is controlled, all persons who plan to attend the meeting must notify Ms. Lillian "Pidge" Chapman, Council Liaison, on (202) 366-1270 prior to September 15. Attendance is open to the interested public but limited to space available. With the approval of the Chair, members of the public may present oral statements at the meeting. Noncommittee members wishing to present oral statements, obtain information, or who plan to access the building to attend the meeting should also contact Ms. Chapman.

Members of the public may present a written statement to the Council at any time.

Persons with a disability requiring special services, such as an interpreter for the hearing impaired, should contact Ms. Chapman (202) 366-1270 at least seven days prior to the meeting.

Issued in Washington, DC, on September 3, 1999.

Ashish Sen,

Director.

[FR Doc. 99-23516 Filed 9-9-99; 8:45 am]

BILLING CODE 4910-FE-P

DEPARTMENT OF THE TREASURY

Departmental Offices; International Financial Institution Advisory Commission

AGENCY: Department of the Treasury.

ACTION: Notice of meeting.

SUMMARY: Under section 603 of the foreign Operations, Export Financing and Related Programs Appropriations Act, 1999, the International Financial Institution Advisory Commission (the "Commission") shall advise and report to the Congress on the future role and responsibilities of the international financial institutions (defined as the International Monetary Fund, International Bank for Reconstruction and Development, European Bank for Reconstruction and Development, International Development Association, International Finance Corporation, Multilateral Investment Guarantee Agency, African Development Bank, African Development Fund, Asian Development Bank, Inter-American Development Bank, and Inter-American Investment Corporation), the World Trade Organization, and the Bank for International Settlements.

DATES: The second meeting of the Advisory Commission will be held on September 28, 1999, beginning at 9:30 a.m. and tentatively ending at 3:30 p.m., in Room H 327 in the U.S. Capitol, Washington, D.C.

FOR FURTHER INFORMATION CONTACT:

Designated Federal Official: William McFadden Senior Policy Advisory, Office of International Monetary and Financial Policy, Room 4444, Department of the Treasury, 1500 Pennsylvania Avenue N.W., Washington, D.C. 20220. Telephone number 202-622-0343, fax number (202) 622-7664.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2.

Agenda of Meeting

The agenda tentatively includes discussion of the following:

- Sources of financial crises and instability; relation of instability to crises; size of bank failures and depth of crises.
- Role and evolving functions of the International Monetary Fund.

Procedural

This meeting is open to the public. Please note that the meeting may close early if all business is finished. Members of the public may submit written comments. If you wish to furnish comments, please provide 16 copies of your written material to the Designated Federal Official. If you wish to have your comments distributed to members of the Commission in advance of the first meeting, 16 copies of any written material should be provided to the Designated Federal Official no later than September 20, 1999.

Dated: September 3, 1999.

William McFadden,

Designated Federal Official.

[FR Doc. 99-23494 Filed 9-9-99; 8:45 am]

BILLING CODE 4810-25-M

DEPARTMENT OF VETERANS AFFAIRS

Medical Research Service Merit Review Committee, Notice of Meetings

The Department of Veterans Affairs gives notice under the Federal Advisory Committee Act, 5 U.S.C. App., of the following meetings to be held from 8 a.m. to 5 p.m. as indicated below: