

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

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