

Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before November 8, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Philip C. Shealy, Airport Manager, Bemidji/Beltrami County Airport at the following address: 317 4th Street NW., Bemidji, MN 56601-3116. Air carriers and foreign air carriers may submit copies of written comments previously provided to Bemidji/Beltrami County Airport under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Daniel J. Millenacker, Program Manager, Federal Aviation Administration, Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, MN 55450, (612) 713-4350. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Bemidji/Beltrami County Airport under provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On September 18, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by Bemidji/Beltrami County Airport was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than January 15, 2002.

The following is a brief overview of the application.

PFC application number: 01-02-C-00-BJL.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: February 1, 2002.

Proposed charge expiration date: August 1, 2003.

Total estimated PFC revenue: \$201,952.00.

Brief description of proposed projects: Acquire airport rescue and fire fighting vehicle; Improve terminal; Replace runway and taxiway lighting cables; Deer fence phase I; Expand auto parking lot; Improve boundary fence; Seal coat parking lot; Install terminal security; PFC Application, Rehabilitate apron;

Update master plan; and Replace snow removal equipment.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Nonscheduled/On-Demand Air Carriers and Commuters or Small Certificated Air Carriers.

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 Bemidji/Beltrami County Airport.

Issued in Des Plaines, Illinois on September 26, 2001.

Barbara J. Jordan,

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

[FR Doc. 01-25296 Filed 10-5-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impacts Statement: Erie County, NY

AGENCY: Federal Highway Administration (FHWA), Buffalo-Fort Erie Public Bridge Authority.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that the environmental impact statement for an earlier project entitled "Rehabilitation or Reconstruction of the Peace Bridge U.S. Plaza and Connecting Roadways in the City of Buffalo, Erie County, New York" will not be progressed. Instead, an environmental impact statement will be prepared for a new and expanded project entitled "Capacity Improvements to the Peace Bridge, Plazas and Connecting Roadways in the Town of Fort Erie and City of Buffalo, Ontario Province—Canada and New York State—United States" respectively.

FOR FURTHER INFORMATION CONTACT: Douglas P. Conlan, District Engineer, Federal Highway Administration, Leo O'Brien Federal Building 7th Floor, Albany, New York 12207, Telephone: (518) 431-4125 extension 225, or Brian O. Rowback, Regional Director, New York State Department of Transportation, 125 Main Street, Buffalo, New York 14203, Telephone: (716) 847-3238, or Clifford T. Elwood, Capital Projects Manager, Buffalo and Fort Erie Public Bridge Authority, Peace Bridge Plaza, Buffalo, New York 14213,

Telephone: (716) 884-6752 extension 234.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New York State Department of Transportation and Buffalo-Fort Erie Public Bridge Authority, will prepare an environmental impact statement (EIS) on a proposal for increasing capacity at the Peace Bridge crossing between the United States and Canada. The proposed improvements would include widening, building a second bridge or replacement of the existing Niagara River bridge, reconfiguration and/or reconstruction of toll and inspection plazas and re-alignment and/or reconstruction of connecting roadways. Improvements to the bridge are considered necessary to provide for existing and projected traffic demand. The plazas and connecting roadways require improvement because the current layout/locations cause operational conflicts between pedestrian, passenger car and tractor-trailer movements.

Alternatives under consideration include (1) taking no action; (2) widening the existing bridge; (3) building a second bridge on an alignment north or south of existing; (4) constructing bridge on new location. Each alternative would include plaza layout options and either re-aligned or new connecting roadways to the arterial system.

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 or are known to have interest in this proposal. A formal scoping process will be followed for this project. This process will include public and agency meetings to be scheduled for multiple locations. In addition, public hearings will be held. The draft EIS will be available for public and agency review and comment prior to these public hearings.

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 and questions concerning this proposed action can be directed to the FHWA at the address provided above.

(Catalog of 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.)

Authority: 23 U.S.C. 315, 23 CFR 771.123.

Issued on: September 20, 2001.

Douglas P. Conlan,

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

[FR Doc. 01-25104 Filed 10-5-01; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Napa and Solano Counties, CA

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 Napa and Solano Counties, California.

FOR FURTHER INFORMATION CONTACT: Mr. Bill Wong, Acting Team Leader, Project Delivery Team, Federal Highway Administration, 980 9th Street, Sacramento, California 95814-2724, Telephone: (916) 498-5042.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation (Caltrans), will prepare an Environmental Impact Statement (EIS) for a proposal to convert an existing two-lane conventional highway into a four-lane divided expressway from the intersection with state Route 29 south of the City of Napa (Napa County) to a point 0.3 kilometer (0.2 mile) west of Interstate 80 in the City of Fairfield (Solano County). The existing highway, State Route 12, is a major east-west link in the interregional road system of the northern Bay Area. The section of highway under consideration is 9.5 kilometers (5.9 miles) long.

FHWA considers it necessary to increase capacity of this highway to provide for existing and projected traffic demand. The existing facility currently operates at full capacity during commute hours and other high-demand hours. By the year 2025, peak period volume is expected to double.

Alternatives currently under consideration are: (1) taking no action; (2) construct a parallel alignment north of the existing roadway to be used for westbound traffic and correct the existing roadway alignment and use it for eastbound traffic; (3) construct a parallel alignment south of the existing roadway to be used for eastbound traffic and correct the existing roadway alignment and use it for westbound

traffic; and (4) construct AN alignment that closely follows the existing alignment, with the additional roadway constructed to the north in some sections and the south in some sections, depending on the terrain. Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

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 or are known to be interested in this proposal. Public scoping meetings will be held in Napa County and in Solano County in October and November 2001. Public notice will be given of the time and place of the scoping meetings. After the draft EIS has been completed, a public hearing will be held. The draft EIS will be available for public and agency review before the public hearing, and public notice will be given of the time and place of the hearing.

To ensure that the full range of issues related to this proposed action is addressed and that 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.

Issued on: September 20, 2001.

Dennis A. Scovill,

Team Leader, Planning, Finance, Environment, and Right-of-Way, Sacramento, California.

[FR Doc. 01-25109 Filed 10-5-01; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Tucker County, WV

AGENCY: Federal Highway Administration (FHWA), DOT
ACTION: Revised notice of intent.

SUMMARY: On May 2, 2000, the FHWA issued an NOI to advise the public that a Supplemental Environmental Impact Statement (SEIS) would be prepared for the Blackwater Avoidance area of the Thomas-to-Davis portion of the Parsons-to-Davis project of the proposed Appalachian Corridor H highway in Tucker County, West Virginia. This purpose of this revised NOI is to advise the public that the limits of the study area for the SEIS will be expanded to

include the entire Parsons-to-Davis project. Expansion of the study area is required due to new information obtained during Endangered Species Act, Section 7 consultation regarding a federally listed, endangered species; the Northern Flying Squirrel (*Glaucomys sabrinus fuscus*).

FOR FURTHER INFORMATION CONTACT:

Henry E. Compton, Division Environmental Coordinator, Federal Highway Administration, West Virginia Division, Geary Plaza, Suite 200, 700 Washington Street East, Charleston, West Virginia, 25301, Telephone: (304) 347-5268

SUPPLEMENTARY INFORMATION: In accordance with a court approved settlement agreement, the FHWA published an NOI on May 2, 2000, that indicated the FHWA, in cooperation with the West Virginia Department of Transportation (WVDOT), would prepare an SEIS to examine one or more potential alignment shifts for the Thomas-to-Davis portion of the Parsons-to-Davis project of the proposed Appalachian Corridor H highway in Tucker County, West Virginia. A Record of Decision (ROD) for the entire Appalachian Corridor H highway (FHWA-WV-EIS-92-01-F) from Aggregates to the WV/VA state line, a distance of approximately 100 miles, was approved on August 2, 1996.

During Endangered Species Act, Section 7 consultation with the United States Fish and Wildlife Service, populations of the federally listed, endangered, Northern Flying Squirrel (*Glaucomys sabrinus fuscus*) were found within the current study limits of the Parsons-to-Davis project. Due to this discovery, it was determined that in order to review a full range of potential alignments that may avoid the newly discovered populations, the study limits of the SEIS must be expanded to include the entire Parsons-to-Davis project.

The proposed Parsons-to-Davis project will provide a divided four-lane, partially controlled access highway on new location for a distance of approximately 9 miles. The purpose of this project is to provide safe and efficient travel between population centers in Tucker County (Parsons Area and Thomas/Davis Area), while also contributing to the completion of Corridor H in West Virginia.

Alternates under consideration in the SEIS will be: (1) The no-action alternative, (2) the preferred alternative that was approved in the 1996 ROD, and (2) one or more alternatives that avoid the Blackwater Area, as identified in Exhibit 4 of the court approved Corridor H Settlement Agreement. Based on