

the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* OST-1996-2008.

*Date Filed:* February 27, 2001.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* March 20, 2001.

*Description:* Amendment of China Southern Airlines Company, Limited to its Application requesting a Foreign Air Carrier Permit pursuant to 49 U.S.C. 41301 and subpart B of the Departments regulations, revising the original description of authority sought to include authority to operate from Shenzhen and Guangzhou and to Los Angeles, Anchorage and Chicago, as follows: authority to conduct foreign air transportation of persons, property and mail between Guangzhou, China and Los Angeles; and of property and mail between Shenzhen, China and Anchorage and Chicago.

*Docket Number:* OST-2001-9027.

*Date Filed:* February 28, 2001.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* March 21, 2001.

*Description:* Joint Application of American Airlines, Inc., TWA Airlines LLC, and Trans World Airlines, Inc. pursuant to 49 U.S.C. 41105 and subpart B, applies for the transfer of TWA's certificates of public convenience and necessity and other route authorities, identified in Exhibit 1, to American and TWA Airlines LLC, and under 49 U.S.C. Section 41109 for associated exemptions. The joint applicants are requesting that the answer period be shortened to March 14, 2001.

*Docket Number:* OST-2001-8910.

*Date Filed:* March 2, 2001.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* March 14, 2001.

*Description:* Application of American Airlines, Inc. pursuant to 49 U.S.C. 41102, subpart B, and in response to the Department's Notice, applies for a certificate of public convenience and necessity to engage in scheduled foreign air transportation of persons, property, and mail between Miami, Florida and Medellin, Colombia, and the allocation of seven weekly frequencies. American also requests route integration with its other certificates and exemptions to conduct foreign air transportation.

*Docket Number:* OST-2001-8910.

*Date Filed:* March 2, 2001.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* March 14, 2001.

*Description:* Application of Continental Airlines, Inc. pursuant to 49 U.S.C. 41108, 41102, subpart B, and in response to the Department's Notice, applies for a certificate of public convenience and necessity authorizing Continental to provide scheduled foreign air transportation of persons, property and mail between New York/Newark, New Jersey, and Cali and Medellin, Colombia, and for an allocation of seven U.S. Colombia frequencies.

**Dorothy Y. Beard,**

*Federal Register Liaison.*

[FR Doc. 01-6356 Filed 3-13-01; 8:45 am]

**BILLING CODE 4910-62-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Aviation Proceedings, Agreements filed during the week ending March 2, 2001

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. Sections 412 and 414. Answers may be filed within 21 days after the filing of the application.

*Docket Number:* OST-2001-9008.

*Date Filed:* February 28, 2001.

*Parties:* Members of the International Air Transport Association.

*Subject:* PTC12 MEX-EUR 0037 dated 20 February 2001; TC12 North Atlantic Mexico-Europe Expedited Resolution 002g; Intended effective date: 1 April 2001.

*Docket Number:* OST-2001-9028.

*Date Filed:* February 28, 2001.

*Parties:* Members of the International Air Transport Association.

*Subject:* PTC2 AFR 0100 dated 27 February 2001; TC2 Within Africa Expedited Resolution 002k; Intended effective date: 1 April 2001.

*Docket Number:* OST-2001-9035.

*Date Filed:* March 1, 2001.

*Parties:* Members of the International Air Transport Association.

*Subject:* PTC12 MEX-EUR 0039 dated 27 February 2001; TC12 North Atlantic Mexico-Europe Resolutions r1-r20; Minutes—PTC12 MEX-EUR 0038 dated 23 February 2001; Tables—PTC12 MEX-EUR Fares 0016 dated 27 February 2001; Intended effective date: 1 May 2001.

**Dorothy Y. Beard,**

*Federal Register Liaison.*

[FR Doc. 01-6357 Filed 3-13-01; 8:45 am]

**BILLING CODE 4910-62-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Orange and San Diego Counties, CA

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Supplemental notice of intent.

**SUMMARY:** The FHWA originally published a Notice of Intent for the transportation project described below in the **Federal Register** on December 16, 1993 (58 FR 65758). Public scoping meetings on the project were held on August 25, 1994 and September 16, 1994. A revised Notice of Intent was published in the **Federal Register** on February 20, 2001 (66 FR 10934). The FHWA is issuing this supplemental Notice of Intent to advise the public of the dates, times, and locations of the scoping meetings that will be held to consider the project, which is located in southern Orange County and northern San Diego County, California.

#### FOR FURTHER INFORMATION CONTACT:

Robert L. Cady, Transportation Engineer, Federal Highway Administration, California Division, 980 Ninth Street, Suite 400, Sacramento, California 95814-2724. Telephone: (916) 498-5038.

**SUPPLEMENTARY INFORMATION:** The FHWA in cooperation with the California Department of Transportation (Caltrans) will prepare an Environmental Impact Statement (EIS), on a proposal to locate and construct transportation infrastructure improvements in southern Orange County and northern San Diego County. The Transportation Corridor Agencies (TCA) is currently preparing a Subsequent Environmental Impact Report (SEIR) to comply with the review requirements of the California Environmental Quality Act. In an effort to eliminate unnecessary duplication and reduce delay, the document to be prepared will be a joint EIS/SEIR in accordance with the President's Council on Environmental Quality Regulations as described in Title 40 Code of Federal Regulations (CFR), Sections 1500.5 and 1506.2.

The purpose of the proposed project is provide improvements to the transportation infrastructure system that would help alleviate future traffic congestion and accommodate the need for mobility, access, goods movement, and future traffic demands on the interstate Route 5 (I-5) freeway and the arterial network in the southern Orange County area.

Alternatives under consideration include (1, 2, and 3) three southerly toll road extension alignments, including several variations thereof, from the existing terminus of the Foothill Transportation Corridor—North, State Route 241 (SR—241), at Oso Parkway, to the I–5 freeway near the Orange County/San Diego County line; (4) improvements to the local arterial system; (5) lane additions on I–5 in each direction between the I–5/I–405 confluence to Cristianitos Road; and (6) no action.

**Note:** As required by the National Environmental Policy Act (NEPA), all other reasonable alternatives will be considered. These alternatives may be refined, combined with various different alternative elements, or be removed from further consideration, as more analysis is conducted on the project alternative.

In November of 1985, Orange County began consultation with State and local agencies for the southern segment of SR–241, identified as beginning just south of the Oso Parkway interchange and extending southerly to a connection with the I–5 freeway. The TCA has continued these consultations and held a scoping meeting for state and federal agencies regarding the proposed route. These consultations identified areas of special concern along the proposed route, including new highway and arterial roadway improvements and updates to portions of the baseline information, which were the focus of locally initiated EIR studies. FHWA believes that this early and continued consultation has been extensive and consistent with 40 CFR 1501.7. However, in order to inform potentially affected agencies and the general public of FHWA involvement, and to gather further comments regarding the new alternatives for study, three public scoping meetings will be held as follows:

- Monday, March 26, 2001, from 6:30 p.m. to 9:30 p.m. (presentation starts at 7:30 p.m.) at the Christian Heritage Church, 190 Avenida La Pata, San Clemente, California.
- Tuesday, March 27, 2001, from 7:00 p.m.—10:00 p.m. (presentation starts at 8:00 p.m.) at the Trabuco Mesa Elementary School, 21301 Avenida Del Los Flores, Rancho Santa Margarita, California.
- Thursday, March 29, 2001, from 6:30 p.m. to 9:30 p.m. (presentation starts at 7:30 p.m.) at Mission San Luis Rey, 4070 Mission Avenue, Oceanside, California.

To ensure that the full range of issues related to the proposed routes 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 at the address provided above.

(Catalog of Federal 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: March 5, 2001.

**Jeffrey W. Kolb,**

*Team Leader, Program Delivery Team-South, Sacramento, California.*

[FR Doc. 01–6334 Filed 3–13–01; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–01–8906; Notice 01]

RIN 2127–AI06

#### Preliminary Theft Data; Motor Vehicle Theft Prevention Standard

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Publication of preliminary theft data; request for comments.

**SUMMARY:** This document requests comments on data about passenger motor vehicle thefts that occurred in calendar year (CY) 1999, including theft rates for existing passenger motor vehicle lines manufactured in model year (MY) 1999. The theft data preliminarily indicate that the vehicle theft rate for CY/MY 1999 vehicles (2.89 thefts per thousand vehicles) increased by 14.2 percent from the theft rate for CY/MY 1998 vehicles (2.53 thefts per thousand vehicles).

Publication of these data fulfills NHTSA's statutory obligation to periodically obtain accurate and timely theft data, and publish the information for review and comment.

**DATES:** Comments must be submitted on or before May 14, 2001.

**ADDRESSES:** All comments should refer to the docket number and notice number cited in the heading of this document and be submitted, preferably with two copies to: U.S. Department of Transportation, Dockets, Room PL–401, 400 Seventh Street, SW., Washington, DC 20590. Docket hours are from 10:00 am to 5:00 pm, Monday through Friday.

**FOR FURTHER INFORMATION CONTACT:** Ms. Rosalind Proctor, Office of Planning and

Consumer Programs, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Ms. Proctor's telephone number is (202) 366–0846. Her fax number is (202) 493–2290.

**SUPPLEMENTARY INFORMATION:** NHTSA administers a program for reducing motor vehicle theft. The central feature of this program is the Federal Motor Vehicle Theft Prevention Standard, 49 CFR Part 541. The standard specifies performance requirements for inscribing or affixing vehicle identification numbers (VINs) onto certain major original equipment and replacement parts of high-theft lines of passenger motor vehicles.

The agency is required by 49 U.S.C. 33104(b)(4) to periodically obtain, from the most reliable source, accurate and timely theft data, and publish the data for review and comment. To fulfill the § 33104(b)(4) mandate, this document reports the preliminary theft data for CY 1999, the most recent calendar year for which data are available.

In calculating the 1999 theft rates, NHTSA followed the same procedures it used in calculating the MY 1998 theft rates. (For 1998 theft data calculations, see 65 FR 40721, June 30, 2000). As in all previous reports, NHTSA's data were based on information provided to the agency by the National Crime Information Center (NCIC) of the Federal Bureau of Investigation. The NCIC is a governmental system that receives vehicle theft information from nearly 23,000 criminal justice agencies and other law enforcement authorities throughout the United States. The NCIC data also include reported thefts of self-insured and uninsured vehicles, not all of which are reported to other data sources.

The 1999 theft rate for each vehicle line was calculated by dividing the number of reported thefts of MY 1999 vehicles of that line stolen during calendar year 1999, by the total number of vehicles in that line manufactured for MY 1999, as reported by manufacturers to the Environmental Protection Agency.

The preliminary 1999 theft data show an increase in the vehicle theft rate when compared to the theft rate experienced in CY/MY 1998. The preliminary theft rate for MY 1999 passenger vehicles stolen in calendar year 1999 increased to 2.89 thefts per thousand vehicles produced, an increase of 14.2 percent from the rate of 2.53 thefts per thousand vehicles experienced by MY 1998 vehicles in CY 1998. For MY 1999 vehicles, out of a total of 201 vehicle lines, 54 lines had a theft rate higher than 3.5826 per