

This memorandum shall be published in the **Federal Register**.

Dated: April 23, 2001.

**Colin L. Powell,**

*Secretary of State, Department of State.*

[FR Doc. 01-11015 Filed 5-1-01; 8:45 am]

BILLING CODE 4710-10-P

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Aviation Proceedings, Agreements filed during week ending April 20, 2001.

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

*Docket Number:* OST-2001-9480.

*Date Filed:* April 19, 2001.

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

*Subject:* PTC2 AFR 0104 dated 17 April 2001 Mail Vote 121—Resolution 010y. TC2 Within Africa Special Passenger Amending Resolution from Botswana to Malawi. *Intended effective date:* 1 May 2001.

*Docket Number:* OST-2001-9499.

*Date Filed:* April 20, 2001.

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

*Subject:* PTC12 NMS-AMR 0105 dated 26 March 2001 (Mail Vote 119). North Atlantic-Africa Resolutions r21-r22. PTC12 NMS-AMR 0111 dated April 2001 adopting (Mail Vote 119). Minutes—PTC12 NMS-AMR 0107 dated 30 March 2001. Summary of Agreement (Applicable to/from USA, US Territories). Description of Agreement (Not Applicable to/from US, USA Territories). Tables—PTC12 NMS-AMR Fares 0061 dated 20 April 2001. *Intended effective date:* 1 May 2001.

**Dorothy Y. Beard,**

*Federal Register Liaison.*

[FR Doc. 01-10968 Filed 5-1-01; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (formerly Subpart Q) during the Week Ending April 20, 2001

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier

Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (See 14 CFR 301.201 *et seq.*). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following 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-2001-9455.

*Date Filed:* April 17, 2001.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* May 8, 2001.

*Description:* Application of Kuwait Airways Corporation, pursuant to Section 402(c), 14 CFR Parts 211 and 377, and Subpart B, requesting renewal of its foreign air carrier permit, authorizing Kuwait Airways to engage in scheduled air transportation and charter operations of persons, property and mail between the State of Kuwait and the United States.

*Docket Number:* OST-2001-9484.

*Date Filed:* April 19, 2001.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* May 10, 2001.

*Description:* Application of Singapore Airlines Cargo PTE Limited, pursuant to 49 U.S.C. Section 41301 and Subpart B, requesting a foreign air carrier permit to provide scheduled and nonscheduled foreign air transportation of property and mail on any and all routes authorized pursuant to the April 8, 1997, Air Transportation Service Agreement between the Government of the United States and the Government of the Republic of Singapore on the following routes: from points behind Singapore via Singapore and intermediate points to a point or points in the United States and beyond, and between the United States and any point or points.

**Dorothy Y. Beard,**

*Federal Register Liaison.*

[FR Doc. 01-10967 Filed 5-1-01; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Marin and Sonoma County, 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 Marin and Sonoma County, California.

**FOR FURTHER INFORMATION CONTACT:** Mr. C. Glenn Clinton, Team Leader, Project Delivery Team-North, Federal Highway Administration, 980 9th Street, Suite 400, Sacramento, California 95814-2724, Telephone: (916) 498-5020.

**SUPPLEMENTARY INFORMATION:** The FHWA in cooperation with the California Department of Transportation (Caltrans) will prepare an environmental impact statement (EIS) for a proposal to relieve recurring traffic congestion and to reduce high occupancy vehicle (HOV) lane user delay on US 101 between State Route 37 in Marin County and the Old Redwood Highway Interchange in Sonoma County, a distance of approximately 27.5 kilometers (16 miles). The proposed project is an important component of a comprehensive, multi-modal transportation plan.

The Marin-Sonoma Narrows Project proposes to extend the existing high occupancy vehicle (HOV) lane system in Marin County northward into southern Sonoma County. Alternatives under consideration include: (1) taking no action; (2) addition of a northbound and a southbound high occupancy vehicle (HOV) lane; (3) constructing a reversible HOV lane; and (4) construction of high occupancy toll (HOT) lanes. The project proposes conversion of existing expressway to access-controlled freeway and the addition and/or upgrade of intersections. Additional alternatives and design options will be developed during public scoping meetings.

Information 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. Public scoping meetings will be held in Marin County and in Sonoma County in late spring and early summer 2001. A public hearing will be held later in the environmental process, after the draft environmental impact statement (DEIS) is completed. Public notice will be given of the time and place of the meetings and hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

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 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. Regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: April 23, 2001.

**C. Glenn Clinton,**

*Team Leader, Program Delivery Team, North Sacramento, California.*

[FR Doc. 01-10891 Filed 5-1-01; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Programmatic Environmental Impact Statement for the California High Speed Train System

**AGENCY:** Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

**ACTION:** Notice of intent to prepare an environmental impact statement.

**SUMMARY:** FRA is issuing this notice to advise the public that FRA will join the California High Speed Rail Authority (Authority) in the preparation of a programmatic environmental impact statement (EIS) and programmatic environmental impact report (EIR) for the California High-Speed Train System. FRA is also issuing this notice to solicit public and agency input into the development of the scope of the EIR/EIS and to advise the public that outreach activities conducted by the Authority and its representatives will be considered in the preparation of the EIR/EIS. Alternatives to be evaluated and analyzed in the Programmatic EIR/EIS include (1) take no action (No-Project or No-Build); (2) construction of a steel-wheel-on-steel-rail or Maglev high-speed train system and stations; and (3) modal alternatives that would include a combination of air, highway, and conventional passenger rail improvements. Possible environmental impacts include displacement of commercial and residential properties; disproportionate impacts to minority and low-income populations; community and neighborhood disruption; increased noise and electromagnetic interference along rail corridors; traffic impacts associated with stations; effects to historic

properties or archaeological sites; impacts to parks and recreation resources; visual quality effects; exposure to seismic and flood hazards; impacts to water resources, wetlands, and sensitive biological species and habitat; land use compatibility impacts; energy use; and impacts to agricultural lands.

**FOR FURTHER INFORMATION CONTACT:** For further information regarding the programmatic environmental review, please contact: Mr. John Barna, Deputy Director of the California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814, (telephone 916-322-0827) or Mr. David Valenstein, Environmental Program Manager, Office of Passenger Programs, Federal Railroad Administration, 1120 Vermont Avenue (Mail Stop 20), Washington, DC 20590, (telephone 202 493-6368).

**SUPPLEMENTARY INFORMATION:** The Authority has determined that the need for a high-speed train system is directly related to the expected growth in population and resulting increases in intercity travel demand in California over the next twenty years and beyond. As a result of this growth in travel demand, there will be increases in travel delays from the growing congestion on California's highways and at airports. In addition, there will be effects on the economy and quality of life from a transportation system that is less and less reliable as travel demand increases and from deteriorating air quality in and around California's metropolitan areas. The intercity highway system, commercial airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion in order to meet existing demand and future growth. The proposed high-speed train system would provide a new mode of high-speed intercity travel that would link the major metropolitan areas of the state; interface with international airports, mass transit, and highways; and provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources.

#### Background

The California High-Speed Rail Commission, established in 1993 to investigate the feasibility of high-speed rail in California, concluded that a high-speed train system is technically, environmentally, and economically feasible and set forth recommendations for the technology, corridors, financing,

and operations of a proposed system. Following the Commission's work, a new nine-member California High-Speed Rail Authority (Authority) was established in 1996 and is authorized and directed by statute to undertake the planning for the development of a proposed statewide high-speed train network that is fully coordinated with other public transportation services. The Legislature has granted the Authority the powers necessary to oversee the construction and operation of a statewide high-speed train network once financing is secured. As part of the Authority's efforts to implement a high-speed train system, the Authority adopted a Final Business Plan in June 2000, which reviewed the economic feasibility of a 700-mile-long high-speed train system capable of speeds in excess of 200 miles per hour on a dedicated, fully grade-separated state-of-the-art track. The FRA has responsibility for oversight of the safety of railroad operations, including the safety of any proposed high-speed ground transportation system. For the California proposal, the FRA would need to take certain regulatory actions before any new high-speed train system could operate.

#### Alternatives

An initial system alternatives evaluation will consider all reasonable system alternatives at a broad level of analysis. This analysis will be followed by a more detailed consideration of the most practical and feasible alternatives in the Programmatic EIR/EIS. The alternatives will include:

##### *No-Build Alternative*

The take no action (No-Project or No-Build) alternative is defined to serve as the baseline for comparison of all alternatives. The No-Build Alternative represents the state's transportation system (highway, air, and conventional rail) as it existed in 1999-2000, and as it would exist after completion of programs or projects currently planned for funding and implementation by 2020.

The No-Build Alternative defines the existing and future statewide intercity transportation system based on programmed and funded improvements to the intercity transportation system through 2020, according to the following sources of information:

- State Transportation Improvement Program (STIP)
- Regional Transportation Plans (RTPs) for all modes of travel
- Airport plans
- Intercity passenger rail plans (Amtrak Five- and Twenty-year Plans)