

Total estimated PFC revenue:
\$117,900.00.

Brief description of proposed projects:
Impose and Use—Construct and light North/South parallel taxiway (5,000 feet by 50 feet); design for rehabilitation of runway 9/27; wildlife management plan.

Impose Only—Construct runway safety area for runway 9.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air taxis and charter 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 Delta County Airport.

Issued in Des Plaines, Illinois, on May 31, 2001.

Gary E. Nielsen,

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

[FR Doc. 01-14491 Filed 6-7-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Berrien County, Benton Charter Township, Michigan

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a supplement to a final environmental impact statement will be prepared to identify a recommended route for the US-31 freeway between Napier Avenue and I-94 in Berrien County, Michigan.

FOR FURTHER INFORMATION CONTACT: Mr. James Kirschensteiner, Environmental Programs and Field Operations Engineer, Federal Highway Administration, 315 W. Allegan Street, Room 207, Lansing, Michigan 48933, Telephone (517) 702-1835 or Mr. Paul Wisney, Project Manager, Design Division, Michigan Department of Transportation, P.O. Box 30050, Lansing, Michigan 48909, Telephone (517) 394-8680.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with the Michigan Department of Transportation (MDOT) is preparing a supplement to a final environmental impact statement to

reevaluate the recommended alternative alignment identified in the final environmental impact statement (EIS) for the US-31 freeway, and examine potential alternative improvements and alignments. The recommended alternative identified in the June 9, 1981 FEIS, (FHWA-MI-78-02-F) consisted of a freeway alignment which traversed the Blue Creek and the adjoining fen habitat areas and provided a direct connection with I-96.

The US-31 freeway connection to the I-94 study area is generally bounded by Napier Avenue to the south, Benton Center Road to the west, Blue Creek Road to the east, and I-94 and I-96 to the north. South of the proposed study area, US-31 has been constructed as a freeway facility from the Michigan-Indiana state line to a point just south of the St. Joseph River in Berrien Springs. North of Berrien Springs, US-31 is in various stages of construction and a limited-access freeway facility is planned to be completed up to Napier Avenue by 2003. US-31 is a principal arterial serving north-south traffic in Michigan's western lower peninsula, extending approximately 356 miles from the Michigan-Indiana state line north to a point just south of Mackinaw City. This route serves commercial and recreational areas along the western side of the state of Michigan.

A wide range of transportation improvement alternatives will be analyzed within the study area. Alternatives will include a: do nothing alternative, evaluating a potential connection of US-31 with I-94 in the vicinity of the existing Benton Harbor/St. Joseph Business Loop I-94 interchange, comparing these alternatives to the approved 1981 final EIS limited access freeway alignment, and evaluation of various Transportation Systems Management improvements including a new eastbound I-94 off ramp to Business Loop I-94. The entire process of determining a recommended alternative is expected to take approximately eighteen months.

Letters and scoping information describing the proposed action will be prepared to solicit comments from appropriate federal, state, cooperating agencies, and local agencies. Citizen involvement will also be solicited throughout this process. A public hearing will be held on the draft supplement to the final environmental impact statement. Public notice will be given of the time and place of the hearing. The draft supplement to the final 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 potentially significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the supplement to the final EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning, and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: May 31, 2001.

James J. Steele,

Division Administrator, Lansing, Michigan.

[FR Doc. 01-14412 Filed 6-7-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2001-8672]

Agency Information Collection Activities Under OMB Review: OMB Control No. 2126-0014 (Transportation of Hazardous Materials; Highway Routing)

AGENCY: Federal Motor Carrier Safety Administration, DOT.

ACTION: Notice; request for comments.

SUMMARY: The FMCSA announces that the Information Collection Request (ICR) described in this notice is being sent to the Office of Management and Budget (OMB) for review and approval. The FMCSA is requesting OMB's continued approval of the information that is required for Transportation of Hazardous Materials; Highway Routing. The ICR describes the information collection and its expected burden. The **Federal Register** notice announcing a 60-day comment period on this information collection was published on March 6, 2001 (66 FR 13620). We are required to send ICRs to OMB under the Paperwork Reduction Act.

DATES: Please submit comments by July 9, 2001.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Swedberg (303) 969-5772 ext. 363, or Mr. William Quade (202) 366-2172, Hazardous Materials Division (MC-ECH), Federal Motor Carrier Safety Administration, 400 Seventh Street SW., Washington, DC 20590. Office hours are from 7:30 a.m. to 4 p.m., e.t., Monday through Friday, except Federal holidays.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street NW., Washington, DC 20503, *Attention: DOT Desk Officer*. We particularly request your comments on whether the collection of information is necessary for the FMCSA to meet its goal of reducing truck crashes, including whether the information is useful to this goal; the accuracy of the estimate of the burden of the information collection; ways to enhance the quality, utility and clarity of the information collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. OMB wants to receive comments within 30 days of publication of this notice in order to act on the ICR quickly.

SUPPLEMENTARY INFORMATION:

Title: Transportation of Hazardous Materials; Highway Routing.

OMB Approval Number: 2126–0014.

Background: The data for the Transportation of Hazardous Materials; Highway Routing designations are collected under authority of 49 U.S.C. 5112 and 5125. That authority places responsibility on the Secretary of Transportation to specify and regulate standards for establishing, maintaining, and enforcing routing designations. Under 49 CFR 397.73, the Administrator has the authority to request that each state and Indian tribe, through its routing agency, provide information identifying hazardous materials (HM) routing designations within their respective jurisdictions. That information will be consolidated by the FMCSA and published annually in whole or as updates in the **Federal Register**.

The FMCSA published the required notice offering a 60-day comment period on the ICR on March 6, 2001 (66 FR 13620). We received two comments. The first commenter, the Institute of Makers of Explosives (IME), did not dispute the need for FMCSA to collect information they characterized as “essential.” It did, however, point out there have been errors in past publications of the information and made suggestions for improving the quality of the information and its presentation to the public. IME suggested that FMCSA should request each state to review, revise, and re-submit information. IME also requested that FMCSA be open to suggestions about other delivery mechanisms to make this information available and suggested FMCSA use the mechanism of the “Uniform Program.” IME also

requested that FMCSA update the HM routing website as changes occur.

FMCSA does periodically request that each state review, revise, and re-submit information in preparation for publication of routes in the **Federal Register**. We also ask states to inform us when routing changes are made. FMCSA updates the HM routing website as we become aware of problems. For example, the Maryland I-95 error mentioned in IME’s letter was corrected after FMCSA was made aware of the problem. FMCSA accepts suggestions about other delivery mechanisms to make this information available and will consider using the “Uniform Program,” although it is not clear how that specific mechanism would work. FMCSA invites IME to submit further elaboration of how FMCSA could use the “Uniform Program” to deliver information about HM routes.

The second commenter, the American Trucking Associations (ATA), made comments similar to those submitted by IME. ATA stated that the information being collected is essential and pointed out that publication of the information in the past has contained errors. In addition, ATA recommended that, to remedy past problems, the responsibility for the HM Routing program should be transferred to the Research and Special Programs Administration.

FMCSA recognizes that there have been errors in the routing program in the past and that notices have not been published annually in the **Federal Register**, as required by 49 CFR part 397. However, FMCSA is a new organization and has published a **Federal Register** notice every year we have been in existence. FMCSA also continually updates the list of routes by way of an Internet website, <http://hazmat.fmcsa.dot.gov>, and corrects errors as we are made aware of them. Because we have already addressed ATA’s concerns, we believe transfer of the program to the Research and Special Programs Administration is not necessary.

Respondents: The reporting burden is shared by the 50 States, the District of Columbia, Puerto Rico, American Samoa, Guam, Northern Marianas, and the Virgin Islands; as applicable.

Estimated Total Annual Burden: The annual reporting burden is estimated to be 13 hours, calculated as follows: (53 respondents × 1 response × 15 minutes/60 minutes = 13.25 hours, rounded to 13 hours).

Frequency: There is one response annually from approximately 53 respondents.

Authority: The Paperwork Reduction Act of 1995, 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.73.

Issued on: June 1, 2001.

Stephen E. Barber,

Acting Deputy Administrator.

[FR Doc. 01-14523 Filed 6-7-01; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Discretionary Cooperative Agreements To Assist in the Development of Crash Outcome Data Evaluation System

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of availability—discretionary cooperative agreements to assist in the development and use of Crash Outcome Data Evaluation System.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement program to assist states in the development and use of Crash Outcome Data Evaluation System (CODES) and solicits applications for projects under this program from states that have not previously been funded to develop CODES. Under this program, states will link their existing statewide traffic records with medical outcome and charge data. The linked data will be used to support highway safety decision-making at the local, regional, and state levels to reduce deaths, non-fatal injuries, and health care costs resulting from motor vehicle crashes.

DATES: Applications must be received at the office designated below by 3:00 PM on or before August 7, 2001.

ADDRESSES: Applications must be submitted to DOT/National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Mr. Joe Comella, 400 7th Street SW., Room 5301, Washington, DC 20590.

All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. DTNH22-H-01-07241. Interested applicants should contact Mr. Comella to obtain the application packet. Included in the application packet are reports about data linkage and applications for linked data developed by the CODES project.

FOR FURTHER INFORMATION CONTACT:

General administrative questions may be directed to Joe Comella, Office of Contracts and Procurement. All questions and requests for copies may