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SUPPLEMENTARY INFORMATION:

Comments Invited

We invite your comments on this policy statement. Send any written data, views, or arguments as you may desire. Identify the Policy Statement Number PS-ACE100-2001-02 on your comments, and send two copies of any printed comments to the above address. The Small Airplane Directorate will consider all communications received on or before the closing date for comments. We may change the proposals contained in this notice because of the comments received.

You may also send comments to the following Internet address: 9-ACE-SADPFT-Policy@faa.gov. Comments sent by fax or the Internet must contain "Comments to proposed policy statement PS-ACE-100-2001-02" in the subject line. You do not need to send two copies if you fax your comments or send them through the Internet. Format in either Microsoft Word 97 for Windows or ASCII text any comments sent over the Internet as attached electronic files. State what specific change you are seeking to the proposed policy memorandum and include justification (for example, reasons or data) for each request.

Issued in Kansas City, Missouri on September 13, 2001.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

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BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Federal Highway Administration

Supplemental Draft Environmental Impact Statement on Transportation Improvements in the Primary Transportation Corridor of the City and County of Honolulu, HI

AGENCIES: Federal Transit Administration and Federal Highway Administration, DOT.

ACTION: Notice of intent to prepare a Supplemental Draft Environmental Impact Statement (SDEIS).

SUMMARY: The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), in cooperation with the City and County of Honolulu Department of Transportation Services (DTS), intend to prepare a

supplemental draft environmental impact statement (SDEIS) in accordance with the National Environmental Policy Act (NEPA) for proposed transportation improvements in the Primary Transportation Corridor of the City and County of Honolulu. The SDEIS will address the following proposed changes to the Bus Rapid Transit (BRT) Alternative selected as the Locally Preferred Alternative (LPA) by the Honolulu City Council on November 29, 2000:

- Addition of an In-Town BRT branch to serve Aloha Tower Marketplace and Kakaako Makai
- Realignment of a section of the In-Town BRT alignment from Ward Avenue to Pensacola Street
- Change the location of the H-1 BRT ramp from the Kaonohi Street overpass to a section of the freeway near Aloha Stadium

FOR FURTHER INFORMATION CONTACT: Ms. Donna Turchie, Senior Transportation Representative, Office of Planning and Program Development, Federal Transit Administration, Region IX, (415) 744-3115, Dr. Laura Kong, Environmental Specialist, Federal Highway Administration, Hawaii Division, (808) 541-2700, or Ms. Cheryl D. Soon, Director, Department of Transportation Services, City and County of Honolulu, (808) 523-4125.

SUPPLEMENTARY INFORMATION:

I. Background

The DTS is proposing transportation improvements in Oahu's primary transportation corridor. The primary transportation corridor extends from Kapolei in the Ewa District, past Pearl Harbor, Honolulu International Airport, downtown Honolulu, and continues eastward to the University of Hawaii at Manoa and Waikiki. The proposed action is intended to address existing and future transportation demand and capacity needs, support socioeconomic growth, improve public transit services, facilitate land use development, and support current planning activities and policies.

In August 2000, the Primary Corridor Transportation Project Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS) was distributed for public review and comment. It should be noted that the MIS/DEIS Notice of Intent was published in the April 27, 1999 **Federal Register** and the notice of the availability of the MIS/DEIS for review and comment was published in the September 8, 2000 **Federal Register**.

On November 29, 2000, the Honolulu City Council selected the BRT Alternative as the Locally Preferred Alternative (LPA).

II. Proposed Changes to the LPA

A supplemental DEIS is being prepared because substantial changes have occurred in the proposed action that are relevant to environmental concerns. In response to comments received on the MIS/DEIS and the project subsequent to the selection of the LPA, the DTS proposes to add an In-Town BRT branch to serve Aloha Tower Marketplace and Kakaako Makai, the area makai of Ala Moana Boulevard. The new branch would begin at the Iwilei Transit Center, travel Koko Head onto Iwilei Road, turn Koko Head on to North King Street, and proceed to the Hotel Street Transit Mall. It then proceeds in the makai direction on Bishop Street to Aloha Tower Drive. From Aloha Tower Drive, the branch continues in the Koko Head direction on Ala Moana Boulevard and then turns in the makai direction onto Channel Street. The branch then turns in the Koko Head direction onto Ilalo Street and then turns in the mauka direction onto Ward Avenue and proceeds until Auahi Street. From this point, the branch follows the LPA Kakaako/Waikiki branch routing to its terminus in Waikiki. In the reverse direction the Kakaako Makai branch travels Ewa from Waikiki following the LPA Kakaako/Waikiki branch until Auahi Street at Ward Avenue. From Auahi Street/Ward Avenue, the Kakaako Makai branch travels Ewa in reverse of the Koko Head direction; except that, at the intersection of Bishop Street/Nimitz Highway, the branch turns Koko Head onto Nimitz Highway, then mauka onto Richards Street, and then follows the LPA Kakaako/Waikiki branch to the Iwilei Transit Center, where the new branch ends. If the STREAM technology is selected for the BRT vehicles, a traction power supply station (TPSS) would be required along the Kakaako Makai Alignment. The TPSS is a structure that houses the electrical equipment used to power the STREAM BRT vehicles.

The second change that will be addressed in the SDEIS is the realignment of a short section of the In-Town BRT alignment from Ward Avenue and Kapiolani Boulevard to South King Street and Pensacola Street.

The LPA included an exclusive H-1 Freeway BRT ramp at the Kaonohi Street overpass and a transit center at the former Kamehameha Drive-in Theater. A reversible BRT ramp from the section of the H-1 Freeway near Aloha Stadium is being proposed instead of these two elements.

III. Probable Effects

The proposed changes are likely to have adverse and beneficial impacts on the environment. It is anticipated at this time that the following issues will be of concern:

- Transportation
- Noise and air quality impacts
- Land use
- Archaeological, historic and cultural resources
- Hazardous materials
- Parks and recreation areas
- Coastal zones

The SDEIS is not intended to repeat all the analyses contained in the project's MIS/DEIS. Most analyses would be limited to the immediate study area of the Kakaako Makai branch, Pensacola Street alignment change, and Aloha Stadium ramp. System-level impacts (i.e., impacts of the entire BRT Alternative) would be discussed in the SDEIS, if the proposed changes would alter the results of any analysis provided in the MIS/DEIS.

Letters describing the proposed action and soliciting comments have been 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. 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 FTA, FHWA, or the DTS at the addresses 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: September 20, 2001.

Leslie T. Rogers,

Regional Administrator.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2001-10620]

Reports, Forms, and Record Keeping Requirements

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

ACTION: Request for public comment on proposed collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before November 26, 2001.

Addresses: Comments must refer to the docket notice numbers cited at the beginning of this notice and be submitted to Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. Please identify the proposed collection of information for which a comment is provided, by referencing its OMB clearance Number. It is requested, but not required, that 2 copies of the comment be provided. The Docket Section is open on weekdays from 9 a.m. to 5 p.m.

FOR FURTHER INFORMATION CONTACT: For further information, contact Edward Jettner, NHTSA, 400 Seventh Street, SW., Room 5320, NPS-11, Washington, DC 20590. Mr. Jettner's telephone number is (202) 366-4917. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected;

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g. permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collections of information:

Title: Phase-in Production Reporting Requirements for Advanced Air Bags.

Type of Request: Extension of a currently approved collection.

Affected Public: Individuals, households, business, other for-profit, not-for-profit, farms, Federal Government and State, Local or Tribal Government.

OMB Control Number: 2127-0599.

Abstract: 49 U.S.C. 30111, 30112, and 30117 authorize the issuance of Federal Motor Vehicle Safety Standards (FMVSS) and the collection of data which support their implementation. Using this authority, the agency issued a modification to FMVSS 208, Occupant Crash Protection, to require advanced air bags in accordance with the Transportation Equity Act of the 21st Century (TEA 21) which was enacted by the United States Congress in 1998.

A two-stage phase-in is included in FMVSS 208 to allow for the introduction of advanced air bags. Manufacturers must equip a certain percentage of their new vehicle fleets with advanced air bags and report their production to NHTSA according to the following schedule, arranged to provide introduction of advanced air bags in two discrete phases:

	Percent
Phase 1 Production Reporting	
First year (model year 2004), beginning September 1, 2003	35
Second year (model year 2005) beginning September 1, 2004 ..	65
Third year (model year 2006) beginning September 1, 2005.	
Phase 2 Production Reporting	100%
First year (model year 2008), beginning September 1, 2007	35
Second year (model year 2009) beginning September 1, 2008 ..	65
Third year (model year 2010) beginning September 1, 2009	100

For each report, the manufacturer will provide, in addition to the identity, addresses, etc., several numerical items of information. The information