

Total PFC Revenue Approved in this Decision: \$872,000.
 Earliest Charge Effective Date: January 1, 2002.

Estimated Charge Expiration Date: June 1, 2007.

Class of Air Carriers Not Required To Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

Revise/amend updates to airport master plan and Part 150 noise study.

Rehabilitate airport pavement, runway 7/25 and exit taxiways.

Rehabilitate terminal loop road.
 Decision Date: October 19, 2001.

FOR FURTHER INFORMATION CONTACT: Dave Delshad, Western Pacific Region Airports Division, (310) 725-3627.

Public Agency: City of Harlingen, Texas.

Application Number: 01-02-C-00-HRL.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in this Decision: \$5,032,330.

Earliest Charge Effective Date: January 1, 2002.

Estimated Charge Expiration Date: February 1, 2006.

Class of Air Carriers Not Required To Collect PFC's: Air taxi/commercial operators operating under Part 135 and filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Valley International Airport.

Brief Description of Projects Approved for Collection and Use:

Construct air cargo apron.
 Extend Bodenhamer Drive.

Install air cargo ramp lighting.

Acquire and install passenger loading bridge.

Overlay access roads.

Rehabilitate taxiway F.

Construct runway 17 blast pad.

Rehabilitate runways 17R/35L and 13/31 lighting.

Acquire 180 acres for runways 35L and 35R protection zones.

Construct taxiways L and M.

Improve runways 15L and 35R safety areas.

Rehabilitate and extend taxiway C.

Rehabilitate air carrier apron.

Convert runway 8/26 to a taxiway.

Reconstruct perimeter road.

Rehabilitate north general aviation apron.

Rehabilitate west cargo apron.

Rehabilitate taxiways J and K.

Rehabilitate terminal.

Rehabilitate terminal access road.

PFC administrative costs.

Decision Date: October 22, 2001.

FOR FURTHER INFORMATION CONTACT: G. Thomas Wade, Southwest Region Airports Division, (817) 222-5613.

Public Agency: County of Victoria, Texas.

Application Number: 01-03-C-00-VCT.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in this Decision: \$182,356.

Earliest Charge Effective Date: January 1, 2002.

Estimated Charge Expiration Date: March 1, 2004.

Class of Air Carriers Not Required To Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

Acquire aircraft rescue and firefighting vehicle.

Acquire airfield sweeper.

Update airport master plan.

Rehabilitate runways 12L/30R and 17/35.

Rehabilitate medium intensity taxiway lights on taxiways A and B.

Decision Date: October 30, 2001.

FOR FURTHER INFORMATION CONTACT: G. Thomas Wade, Southwest Region Airports Division, (817) 222-5613.

Amendments to PFC Approvals

Amendment No. City, State	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
99-03-C-01-PLB Plattsburgh, NY	09/26/01	\$63,764	\$7,264	03/01/01	02/01/99
98-05-C-01-MEI Meridian, MS	10/01/01	121,650	234,082	09/01/02	02/01/04
*92-01-C-02-PSP Palm Springs, CA	10/09/01	81,888,919	76,883,179	11/01/32	07/01/24
00-03-C-01-BHM Birmingham, AL	10/11/01	8,000,000	13,500,000	11/01/02	04/01/03
98-05-C-02-BNA Nashville, TN	10/16/01	2,355,000	2,855,000	10/01/01	11/01/01
*96-03-C-02-MGW Morgantown, WV	10/16/01	18,450	18,450	02/01/02	02/01/02
*99-05-C-01-MGW Morgantown, WV	10/16/01	192,739	192,739	07/01/05	06/01/04
*97-03-C-02-MIA Miami, FL	10/18/01	253,011,000	253,011,000	01/01/04	02/01/03
*99-01-C-01-AEX Alexandria, LA	10/20/01	5,378,352	5,378,352	11/01/20	07/01/12
*99-02-C-01-PUW Pullman, WA	10/24/01	714,731	714,731	03/01/05	05/01/04
95-02-C-01-SF Sacramento, CA	10/31/01	7,327,560	6,049,560	03/01/97	03/01/97

NOTE: The amendments denoted by an asterisk (*) include a change to the PFC level charged from \$2.00 or \$3.00 per enplaned passenger to \$4.50 per enplaned passenger. For Morgantown, WV, this change is effective on December 1, 2001. For Palm Springs, CA, Miami, FL, Alexandria, LA, and Pullman, WA, this change is effective on January 1, 2002.

Issued in Washington, DC, on November 29, 2001.

Sheryl Scarborough,

Program Analyst, Passenger Facility Charge Branch.

[FR Doc. 01-30174 Filed 12-4-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: King County Washington

AGENCY: Federal Highway Administration (FHWA), King County Department of Transportation, Washington.

ACTION: Notice of Intent to prepare a draft supplemental environmental impact statement (EIS).

SUMMARY: The FHWA, in cooperation with the Washington State Department of Transportation and King County Department of Transportation, is issuing this notice to advise the public that a supplemental to the final environmental impact statement (EIS) will be prepared on the proposal to replace the Elliott Bridge on 149th Avenue Southeast where it crosses the Cedar River

approximately three miles east of downtown Renton in King County, Washington.

FOR FURTHER INFORMATION CONTACT: Elizabeth Healy, Transportation and Environmental Engineer, Federal Highway Administration, 711 South Capital Way, Suite 501, Olympia, Washington, 98501-1284, Telephone: (360) 753-9480 or Tina Morehead, Senior Environmental Engineer, King County, Road Services Division, Department of Transportation, King Street Center M.S. KSC-0231, 201 South Jackson Street, Seattle, WA 98104-3856, Telephone: (206) 296-3733.

SUPPLEMENTARY INFORMATION: The Record of Decision for the original EIS for the improvements (FHWA-WA-EIS-92-4-F) was signed on November 21, 1995. In the original EIS, the proposed improvements to the Elliott Bridge provided a three-lane bridge (two travel lanes and one center lane) with pedestrian sidewalk and associated approach road realignment. Improvements to the bridge were and still are considered necessary to provide for traffic circulation, roadway safety, and structural stability.

After approval and subsequent appeal of the local shoreline substantial development permit, King County withdrew its shoreline permit application based on issues related to the federal Endangered Species Act. Since that withdrawal, the county has reevaluated the original purpose and need for the project, reviewed and expanded the alternatives considered, and determined that a supplemental EIS needs to be prepared.

Alternatives under consideration include four action alternatives in addition to the no-action alternative. The four action alternatives include: Alternative 1S—replacing the existing bridge with a new bridge approximately 50 feet east of the existing bridge and constructing two offset tee-intersections to provide connections to Southeast Jones Place and Jones Road; Alternative 4S—replacing the existing bridge with a new bridge approximately 820 feet east of the existing bridge and constructing a new road alignment from the existing tee intersection of 152nd Avenue Southeast and SR 169 northeasterly to tie into the existing 154th Place Southeast approximately 1,100 feet north of the new bridge, and constructing a new intersection with Jones Road; Alternative 5S—similar to 4S but the new bridge would be located approximately 180 feet further east; and Alternative 7Sb replacing the existing bridge with a new bridge approximately 65 feet west of the existing bridge and

constructing a tee intersection to provide connection to Southeast Jones Place and a right turn lane from 154th Place Southeast to Jones Road.

No formal scoping period will be held. Letters describing the proposed action and soliciting comments will be sent to approximate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Subsequent to distribution of the draft supplemental EIS, a public hearing will be held during the draft supplemental EIS comment period. The location and time of the public hearing will be announced in the local news media and through a public mailing when it is scheduled. The draft supplemental EIS will be available for public and agency review prior to the public hearing. Release of the draft supplemental EIS for public comment and the public hearing will also be announced in the local news media as these dates are established.

Comments or questions concerning this proposed action and the supplemental EIS should be directed to the FHWA or King County 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 intergovernment consultation on Federal programs and activities apply to this program.)

Issued on: November 28, 2001.

Elizabeth Healy,

Transportation and Environmental Engineer.

[FR Doc. 01-30167 Filed 12-4-01; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Mercer and Middlesex Counties, NJ

AGENCY: Federal Highway Administration (FHWA), USDOT.

ACTION: Notice of scoping forum.

SUMMARY: Notice is hereby given that the Federal Highway Administration and the New Jersey Department of Transportation will be holding a Scoping Forum for the purpose of soliciting public comments on the scope of work to be performed for the Penns Neck Area Environmental Impact Statement (EIS).

The Scoping Forum will include brief presentations to introduce the overall study and the project team; describe the

study's background and objectives; review the process that will be followed to evaluate all potential solutions; and introduce the technical studies, categories of possible actions, and range of impacts that the EIS will assess for all potential options. The remainder of the session will be a public comment period, wherein the public will be invited to offer statements of up to five minutes each, commenting on the study's scope of work and on the range of solutions to be considered in the EIS.

SCHEDULE FOR SCOPING FORUM

Date: Tuesday, December 4, 2001.

Time: Presentation, followed by continuous public comment period 11 a.m. to 7 p.m.; Repeat of presentation followed by continuation of public comment period, 7 p.m. to 11 p.m.

Place: West Windsor Township Municipal Building, 271 Clarksville Road, West Windsor, NJ.

If needed, a supplemental public comment period will be held on Thursday, December 6th at the West Windsor Municipal Complex, from 7 p.m. to 11 p.m., to accommodate additional speakers who could not be scheduled due to time limitations.

COMMENT DUE DATE: All comments made during the Scoping Forum public comment period will be recorded and become part of the official record of the proceedings. Written statements on the scope of work for the Penns Neck Area EIS may also be submitted, either at the Scoping Forum, or by forwarding them to Helen Neuhaus & Associates (see information below). All statements received by January 7, 2002, will be included in the official record.

AVAILABILITY OF INFORMATION: Documents related to the project and Scoping Forum can be reviewed on the project website at www.pennsneckareaseis.org. They are also available at any of the following project repositories (please call for hours):

West Windsor Township Public Library, 333 N. Post Road, West Windsor, NJ (609) 799-0462

Princeton Township Clerk's Office, 369 Witherspoon Street, Princeton Township, NJ (609) 924-5176

Princeton Borough Clerk's Office, Borough Hall, 1 Monument Drive, Princeton, NJ (609) 497-7622

Plainsboro Public Library, 641 Plainsboro Road, Plainsboro, NJ (609) 275-2898

Rutgers University Transportation Policy Institute, 33 Livingston Avenue, New Brunswick, NJ (732) 932-6812

Ext. 593, New Jersey Department of Transportation, 1035 Parkway Avenue, Ewing, NJ (609) 530-2824

[Ask for Andy Fekete]