Regional Airports Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Department of Port Administration in American Samoa.

Issued in Hawthorne, California, on March 29, 2001.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 01–9885 Filed 4–20–01; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at San Jose International Airport, San Jose, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at San Jose International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101–508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before May 23, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd. Lawndale, CA 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, Ca 94010–1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Ralph G. Tonseth, Director of Aviation, City of San Jose, Airport Department, at the following address: 1732 N. First Street, San Jose, CA 95112–4538. Air carriers and foreign air carriers may submit copies of written comments previously provided to the city of San Jose under section 158.23 of part 159.

FOR FURTHER INFORMATION CONTACT: Marlys Vandervelde, Airports Program Analyst, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010–1303, Telephone (650) 876–2806. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at San Jose International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101–508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On March 29, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by the city of San Jose was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 29, 2001.

The following is a brief overview of the application No. 01–11–C–00–SJC: Level of proposed PFC: $4.50.

Charge effective date: April 1, 2001.

Proposes charge expiration date: January 1, 2007.

Total estimated PFC revenue: $44,407,000.

Brief description of the proposed projects: Runway 12R/30L reconstruction (use project); Runway 12R/30L extension (impose and use project).

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators filing FAA Form 1800–31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the city of San Jose.

Issued in Hawthorne, California, on March 29, 2001.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 01–9884 Filed 4–20–01; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Dubuque County, Iowa

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 the U.S. 20 Capacity Improvement Study in Dubuque County, Iowa.

FOR FURTHER INFORMATION CONTACT: Manu M. Chacko, Transportation Engineer, FHWA, 105 6th Street, Ames, IA 50010–6337, (515) 233–7307. James P. Rost, Director, Office of Environmental Services, Iowa Department of Transportation, 800 Lincoln Way, Ames, IA 50010, (515) 239–1798.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512–1661. Internet users may reach the Federal Register's home page at: *http://www.nara.gov/fedreg* and the Government Printing Office's database at *http://www.access.gpo.gov/nara.*

Background

The FHWA, in cooperation with the Iowa Department of Transportation, will prepare an environment impact statement (EIS) for a capacity improvement study for U.S. 20 between the Peosta Interchange and Devon Drive in the City of Dubuque in Dubuque County, Iowa.

The capacity improvement study is to consider reconstruction of U.S. 20 to provide a free flow facility. The U.S. 20 Capacity Improvement Study will identify and evaluate potential long-range improvements for the U.S. 20 corridor. Improvements that will be considered include the addition of interchanges, modifications to adjacent existing intersections and frontage roads, and conversion of two-way frontage roads to one-way. The two main goals of the study are to (1) identify feasible concepts to provide free flow traffic on U.S. 20 and (2) to determine a preferred concept.

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 interest in or3 are known to be interested in this proposal.

A series of public meetings will be held in Dubuque, Iowa, during 2001 and 2002. In addition, a public hearing will be held. 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.

A scoping meeting for identifying significant issues to be addressed in the environmental impact statement was held on March 21, 2001. The scoping record will be held open for 30 days from the publication of this Notice in the Federal Register.

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 Iowa Department of Transportation or FHWA at the address provided in the caption **FOR FURTHER INFORMATION CONTACT.**

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

Authority: 23 U.S.C. 315; 49 CFR 1.48).

Dated: April 10, 2001.

Susan E. Klekar,

Assistant Division Administrator.

[FR Doc. 01–9784 Filed 4–20–01; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Transportation Equity Act for the 21st Century; Critical Intelligent Transportation System Standards

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: The Transportation Equity Act for the 21st Century (TEA–21) requires the Secretary of Transportation to identify Intelligent Transportation System (ITS) standards considered critical to achieving national interoperability. With a consensus from ITS America, the Secretary has identified eighteen such standards. To ensure that the critical standards are implemented in a timely fashion, the TEA–21 requires the Secretary to establish provisional standards for those standards not adopted and published by January 1, 2001. All but two of the eighteen critical standards have been adopted and published. The TEA–21 also provides that the Secretary may waive the requirement to establish provisional standards if he determines that additional time would be productive or that establishing a provisional standard would be counterproductive. The Secretary has decided that more time would be productive to complete the standard would be counterproductive in both cases since many of the same individuals would be asked to assist in creating the provisional standards, thus further delaying the completion of these critical standards. Therefore, the Secretary decided to waive the requirement to develop provisional standards for the two critical ITS standards not adopted and published by January 1, 2001.

FOR FURTHER INFORMATION CONTACT: For the ITS standards program: Mr. Mike Schagrin, ITS Joint Program Office, HOIT, (202) 366–2180, e-mail address *mike.schagrin@fhwa.dot.gov.* For legal issues: Mr. Wilbert Baccus, Office of the Chief Counsel, (HCC–32) (202) 366–0780, e-mail address *wilbert.baccus@fhwa.dot.gov,* Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded by using a computer, modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512–1661. Internet users may reach the Office of the **Federal Register's** home page at *http://www.nara.gov/fedreg* and the Government Printing Office's web site at *http://www.access.gpo.gov/nara.*

Background

The Transportation Equity Act for the 21st Century (TEA–21), Public Law 105–178, 112 stat.107, states that the specific purpose of the ITS Standards Program is ''to promote and ensure interoperability in the implementation of intelligent transportation system technologies.'' The U.S. DOT has established cooperative agreements with five standards development organizations (SDOs) to accelerate the development of ITS standards that would promote national interoperability in ITS. These SDOs include: American Association of State Highway and Transportation Officials (AASHTO); American Society for Testing & Materials (ASTM); Institute of Electrical and Electronics Engineers (IEEE); Institute of Transportation Engineers (ITE); and Society of Automotive Engineers (SAE). Standards developed under this program are consensus standards and will remain the property of the SDO under which they were developed. Some ITS standards may be adopted by the Government as part of a rulemaking process, but that decision will not be made until the standard is complete and the need for rulemaking has been established.

Further, the TEA–21 requires the Secretary of Transportation to identify the standards that are considered to be critical to achieving national interoperability. To ensure that the critical standards are implemented in a timely fashion, the Secretary shall establish provisional standards for those critical standards that are not adopted and published by January 1, 2001.

The TEA–21 provides that if the Secretary determines that establishing a provisisonal standard is not necessary, then the Secretary may waive the requirement to establish a provisional standard if Secretary determines that additional time would be productive or that establishment of a provisional standard would be counterproductive.

After a consensus-building process led by ITS America, the Secretary developed and submitted a report to the Congress. The report describes and explains the criteria for selecting which standards are critical and identifies seventeen standards that meet the criteria. One of the critical standards identified in the report [1] (''High Speed FM Subcarrier Waveform Standard''), was subsequently divided into two separate standards (''Data Radio Channel (DARC) System'' and ''Subcarrier Traffic Information Channel (STIC) System''), thus yielding a total of eighteen critical standards, as follows:

[1] ''Intelligent Transportation Systems: Critical Standards,'' U.S. Department of Transportation, June 1999.