

As discussed in the FEIS, TVA considered additional elective measures for implementation at either of the candidate sites. TVA considered these measures with regard to their necessity for avoidance or reduction of environmental impacts, cost effectiveness and long term benefit to TVA, its customers and the people of Kemper County, and has concluded that these elective measures are not needed. The other best management practices and mitigations to which the agency has committed above are adequate to control the potential for impacts. These elective measures TVA originally considered for surface water and visual resources included use of diversionary berms and/or graveled roadways to additionally reduce erosion from the construction site; implementation of "night sky" lighting techniques and limitation of exterior lighting; use of flat colors in the light to medium cool-gray range on large visible plant equipment; paving of roads to prevent dust generation; planting of evergreen vegetation where needed to complete visual screening along Cobb Road and site perimeter; and adjustment of the plant footprint and construction parking locations to maximize visual screening by existing tree cover.

Dated: April 16, 2001.

Joseph R. Bynum,

Executive Vice President, Fossil Power Group.

[FR Doc. 01-10538 Filed 4-26-01; 8:45 am]

BILLING CODE 8120-08-P

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Determinations Under the African Growth and Opportunity Act

AGENCY: Office of the United States Trade Representative.

ACTION: Notice.

SUMMARY: The United States Trade Representative has determined that Lesotho has adopted an effective visa system and related procedures to prevent unlawful transshipment and the use of counterfeit documents in connection with shipments of textile and apparel articles and has implemented and follows, or is making substantial progress toward implementing and following, the customs procedures required by the African Growth and Opportunity Act. Therefore, imports of eligible products from Lesotho qualify for the enhanced trade benefits provided under the AGOA.

EFFECTIVE DATE: April 23, 2001.

FOR FURTHER INFORMATION CONTACT: Bethany Schwartz, Director for Africa Trade Policy, Office of the United States Trade Representative, (202) 395-9514.

SUPPLEMENTARY INFORMATION: The African Growth and Opportunity Act (Title I of the Trade and Development Act of 2000, Pub. L. 106-200) (AGOA) provides preferential tariff treatment for imports of certain textile and apparel products of beneficiary sub-Saharan African countries. The textile and apparel trade benefits under the AGOA are available to imports of eligible products from countries that the President designates as "beneficiary sub-Saharan African countries," provided that these countries (1) have adopted an effective visa system and related procedures to prevent unlawful transshipment and the use of counterfeit documents, and (2) have implemented and follow, or are making substantial progress toward implementing and following, certain customs procedures that assist the Customs Service in verifying the origin of the products.

In Proclamation 7350 of October 2, 2000, the President designated 34 countries, including Lesotho, as "beneficiary sub-Saharan African countries." Proclamation 7350 delegated to the United States Trade Representative (USTR) the authority to determine whether these countries have met the two requirements described above. The President directed the USTR to announce any such determinations in the *Federal Register* and to implement them through modifications of the Harmonized Tariff Schedule of the United States (HTS). Based on actions that Lesotho has taken, I have determined that Lesotho has satisfied these two requirements.

Accordingly, pursuant to the authority vested in the USTR by Proclamation 7350, U.S. note 7(a) to subchapter II of chapter 98 of the HTS and U.S. note 1 to subchapter XIX of chapter 98 of the HTS are each modified by inserting "Lesotho" in alphabetical sequence in the list of countries. The foregoing modifications to the HTS are effective with respect to articles entered, or withdrawn from warehouse, for consumption on or after the effective date of this notice. Importers claiming preferential tariff treatment under the AGOA for entries of textile and apparel articles should ensure that those entries meet the applicable visa requirements. *See Visa Requirements Under the*

African Growth and Opportunity Act, 66 FR 7837 (2001).

Robert B. Zoellick,

United States Trade Representative.

[FR Doc. 01-10518 Filed 4-26-01; 8:45 am]

BILLING CODE 3190-01-P

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Notice of Meeting of the Industry Sector Advisory Committee on Small and Minority Business (ISAC-14)

AGENCY: Office of the United States Trade Representative.

ACTION: Notice of meeting.

SUMMARY: The Industry Sector Advisory Committee on Small and Minority Business (ISAC-14) will hold a meeting on May 9, 2001, from 3 p.m. to 4:30 p.m. The meeting will be opened to the public from 3 p.m. to 4:30 p.m.

DATES: The meeting is scheduled for May 9, 2001, unless otherwise notified.

ADDRESSES: The meeting will be held at the USA Trade Center/Ronald Reagan Building, Training Room B located at 14th and Constitution Avenue, NW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Millie Sjoborg and Pam Wilbur (202) 482-4792, Department of Commerce, 14th Street and Constitution Avenue, NW., Washington, DC 20230 (principal contact), or myself on (202) 395-6120.

SUPPLEMENTARY INFORMATION: During the meeting the agenda topics to be addressed will be the trip to the OECD Montreal Meeting in June and the vote on the transition papers.

Christina Sevilla,

Acting Assistant United States Trade Representative for Intergovernmental Affairs and Public Liaison.

[FR Doc. 01-10532 Filed 4-26-01; 8:45 am]

BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Holt County, Missouri and Richardson County, Nebraska

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 bridge project between Holt County, Missouri, and Richardson County, Nebraska.

FOR FURTHER INFORMATION CONTACT: Mr. Edward Kosola, Realty Officer, Federal Highway Administration, Federal Building, Room 220, 100 Centennial Mall North, Lincoln, Nebraska 68508, Telephone: (402) 437-5521. Mr. Arthur Yonkey, Project Development Engineer, Nebraska Department of Roads, P.O. Box 94759, Lincoln, Nebraska 68509, Telephone: (402) 479-4795. Ms. Renate A. Wilkinson, Transportation Planning Manager, Missouri Department of Transportation, Northwest District, 3602 North Belt Highway, P.O. Box 287, St. Joseph, Missouri 64502, Telephone: (816) 387-2434.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Nebraska Department of Roads, and the Missouri Department of Transportation, will prepare an Environmental Impact Statement (EIS) for a proposal to construct a bridge over the Missouri River. The proposed project would connect Holt County, Missouri and Richardson County, Nebraska, in the vicinity of Rulo, Nebraska.

Alternatives under consideration include: (1) taking no action; (2) replacing the US-159 Bridge on the existing alignment; and (3) providing a new crossing downstream from the existing alignment.

The Rulo Bridge (Highway US-159 Bridge) has been listed on the *National Register of Historic Places*. The existing bridge is composed of 10 steel, riveted, Warren deck truss approaches (5 on each end of the bridge), and 3 steel, 8-panel, riveted Pennsylvania through trusses.

An agency scoping meeting is planned for May 1, 2001 and a public scoping/information meeting is planned. A Draft EIS will be prepared and a public hearing will be held. Public notice will be given of the public scoping/information meeting and 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 or the Nebraska Department of Roads at the address provided.

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

Issued on April 20, 2001.

Edward Kosola,

Realty Officer, Nebraska Division, Federal Highway Administration, Lincoln, Nebraska.
[FR Doc. 01-10468 Filed 4-26-01; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: King County, Washington

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice Of Intent.

SUMMARY: The FHWA is issuing this notice of intent to advise the public that an Environmental Impact Statement will be prepared for a proposed highway project in King County, Washington northeast of the city of North Bend.

FOR FURTHER INFORMATION CONTACT: Victoria Peters, Design Operations Engineer, Federal Highway Administration, 610 East Fifth Street, Vancouver, Washington 98661, telephone (360) 696-7700.

SUPPLEMENTARY INFORMATION: The FHWA, in partnership with the U.S. Forest Service, Washington Department of Transportation and King County, Washington, will prepare an environmental impact statement (EIS) on a proposal to improve Washington Forest Highway 29 locally known as the Middle Fork Snoqualmie River Road or Lake Dorothy Road. Forest Highway 29 begins at Interstate 90 (M.P. 34) and terminates at the Middle Fork—Taylor River Trailhead. The entire Forest Highway route is 12.1 miles. The proposed project will improve the uppermost 10.74 miles.

The Middle Fork Snoqualmie River Road is the gateway to 109,000 acres of National Forest land and a primary access point for the Alpine Lake Wilderness. The road is located in the eastern half of King County, less than an hour drive from the population in the Seattle area. There is high recreational usage along this route which must accommodate a diverse mix of users including bicyclists, pedestrians, cars, recreational vehicles, timber haulers and trucks.

The existing road is paved for the first 1.3 miles with the remaining portion being gravel. Roadway widths vary from 15 to 28 feet and are not safe to accommodate the mix and volume of traffic. In addition to narrowness, the road surface ruts and potholes badly during winter months causing unsafe and erratic driving conditions. The

present road surface is nearly unbladable for maintenance because of the absence of cushion and graded aggregate. The road also is deficient in drainage causing silt laden runoff to empty directly into surface waters. The overall purpose of the proposed project is to improve the physical conditions and safety features of the Middle Fork Snoqualmie River Road for the existing and projected traffic demand, while minimizing adverse impacts to sensitive environmental resources.

Project objectives will be based on the needs developed during the scoping process. All improvements must be consistent with the applicable guidelines from the Mt. Baker-Snoqualmie Forest Plan, the Middle Fork Snoqualmie Access/Travel Plan, King County plans and ordinances, Washington state regulations and federal regulations.

Alternatives under consideration include (1) taking no action; (2) improving the existing two lane road to meet the appropriate Washington state design criteria; (3) improving the existing two lane road to meet the appropriate American Association of State Highway and Transportation Officials (AASHTO) design criteria; (4) other alternatives that maybe developed during the NEPA process.

Notices 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 interest in this proposal. Based in part on data collected and comments received, FHWA has determined that it will prepare an EIS on the proposed project. Comments previously received will be utilized during the EIS process. Additional interagency and public scoping activities will be conducted. The time and place of the public scoping activities will be provided in the local news media and by notice to individuals and agencies that have expressed interest in the proposal. The draft EIS will be available for public and agency review and comment. Schedules for these activities will be distributed when available this summer.

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. Previous comments received by FHWA have identified a number of issues such as impacts to private landowners, water quality, wetlands and wildlife, as well as slope stability, tree removal and parking along the roadway. Comments or questions concerning this proposed