

Section 41102 and Subpart B, requesting a renewal and an amendment of its certificate of public convenience and necessity for Route 570, Segment 1 through 4, to provide scheduled foreign air transportation of property and mail between points in the United States and points in Mexico for a five-year period. Amerijet also requests that its certificate authority be amended to include the terminal point Fort Lauderdale, in addition to, or as an alternative to Miami.

Dorothy Y. Beard,

Federal Register Liaison.

[FR Doc. 01-18114 Filed 7-18-01; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for the Baltimore-Washington Maglev Proposal

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Intent to Prepare an Environmental Impact Statement

SUMMARY: FRA is issuing this notice to advise the public that FRA will prepare an environmental impact statement (EIS) for the Baltimore-Washington Maglev proposal linking the Camden Yards area in Baltimore, MD and Baltimore-Washington International Airport (BWI) with Union Station in Washington, DC; to solicit public and agency input into the development of the EIS; and, to advise the public that outreach activities conducted by the program participants will be considered in the preparation of the EIS.

FOR FURTHER INFORMATION CONTACT: Mr. Suhair Alkhatib, Maryland Mass Transit Administration, William Donald Schaefer Tower, 6 St. Paul Street, Baltimore, MD 21202-1614, Telephone: (410) 767-3751, email: salkhatib@mdot.state.md.us or Michael Saunders, Federal Railroad Administration, 628-2 Hebron Avenue, Suite 303, Glastonbury, CT 06033-5007, Telephone: (860) 659-6714, email: Michael.Saunders@fhwa.dot.gov.

SUPPLEMENTARY INFORMATION:

Background

The FRA prepared a programmatic EIS (PEIS) to address the selection process and the potential for significant environmental impact from the maglev deployment program authorized in Section 1218 (23 U.S.C. 322) of the

Transportation Equity Act for the 21st Century (TEA 21). The notice of availability of the final PEIS was published in the **Federal Register** on May 4, 2001. In addition, the Maryland Mass Transit Administration prepared an environmental assessment for the Maryland project in February, 2000 which was used by the FRA to assist the agency in preparing the PEIS. The PEIS is available on the FRA website at: <http://www.fra.dot.gov/s/env/maglev/MagPEIS.htm>.

The Secretary of Transportation, consistent with FRA's Maglev Deployment Program regulation (49 CFR Part 268), selected two locations (including this proposal) for further analysis and the development of a site specific EIS. This could lead to the selection of a single project for Federal capital assistance for construction, depending on the appropriation of funds by the U.S. Congress.

The FRA, in cooperation with the Maryland Mass Transit Administration, will prepare a site-specific EIS on a proposal to build a Maglev project linking downtown Baltimore to BWI Airport and Union Station in Washington DC. The FRA, in cooperation with the Port Authority of Allegheny County, Pennsylvania, will also prepare a site-specific EIS for the other location selected for further analysis and development.

It is anticipated that the EIS will consider alternatives including: (1) taking no action, and (2) various alignment and station locations from downtown Baltimore to BWI Airport and Union Station in Washington, DC, and possibly a Capital Beltway station.

Scoping and Comments

FRA encourages broad participation in the EIS process and review of the resulting environmental documents. Comments and suggestions related to the project and potential environmental concerns are invited from all interested agencies and the public at large to ensure that the full range of issues related to the proposed action and all reasonable alternatives are addressed and all significant issues are identified. The public will be invited to participate in the scoping process, review the Draft EIS, and provide input at public meetings. Letters describing the proposed scope of the EIS and soliciting comments will be sent to appropriate Federal, State and local agencies, elected officials, community organizations, and to private organizations and citizens who have previously expressed interest in this proposal. Several public meetings to be advertised in the local media will be

held in the project area regarding this proposal. Release of the Draft EIS for public comment and public meetings and hearings will be announced as those dates are established.

Comments or questions concerning this notice of intent and the EIS should be directed to the FRA or the Maryland Mass Transit Administration at the addresses noted above.

Issued in Washington DC on: July 13, 2001.

Arrigo P. Mongini,

Deputy Associate Administrator for Railroad Development, Federal Railroad Administration.

[FR Doc. 01-18111 Filed 7-18-01; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for Pennsylvania Maglev Proposal

AGENCY: Federal Railroad Administration (FRA), DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: FRA is issuing this notice to advise the public that FRA will prepare an environmental impact statement (EIS) for the Pennsylvania Maglev proposal linking Pittsburgh International Airport to Pittsburgh and its eastern suburbs in Allegheny and Westmoreland Counties; to solicit public and agency input into the development of the EIS; and, to advise the public that outreach activities conducted by the program participants will be considered in the preparation of the EIS.

FOR FURTHER INFORMATION CONTACT: Mr. Bruce W. Ahern, Port Authority of Allegheny County, 2235 Beaver Avenue, Pittsburgh, PA 15233-1080, Telephone: (412) 237-6121, email: Bahern@PortAuthority.org or Michael Saunders, Federal Railroad Administration, 628-2 Hebron Avenue, Suite 303, Glastonbury, CT 06033-5007, Telephone: (860) 659-6714, email: Michael.Saunders@fhwa.dot.gov

SUPPLEMENTARY INFORMATION:

Background

The FRA prepared a programmatic EIS (PEIS) to address the selection process and the potential for significant environmental impact from the maglev deployment program authorized in Section 1218 (23 U.S.C. 322) of the Transportation Equity Act for the 21st Century (TEA 21). The notice of availability of the final PEIS was published in the **Federal Register** on

May 4, 2001. In addition, the Port Authority of Allegheny County prepared an environmental assessment for the Pennsylvania project in February, 2000 which was used by the FRA to assist the agency in preparing the PEIS. The PEIS is available on the FRA website at: <http://www.fra.dot.gov/s/env/maglev/MagPEIS.htm>.

The Secretary of Transportation, consistent with FRA's Maglev Deployment Program regulation (49 CFR part 268), selected two locations (including this proposal) for further analysis and the development of a site specific EIS. This could lead to the selection of a single project for Federal capital assistance for construction, depending on the appropriation of funds by the U.S. Congress.

The FRA, in cooperation with the Port Authority of Allegheny County, will prepare a site-specific EIS on a proposal to build a Maglev project linking Pittsburgh International Airport to Pittsburgh and its eastern suburbs. The FRA, in cooperation with the Maryland Mass Transit Administration, will also prepare a site-specific EIS for the other location selected for further analysis and development.

It is anticipated that the EIS will consider alternatives including: (1) Taking no action, and (2) various alignment and station locations from the airport to downtown Pittsburgh and the eastern suburbs of Monroeville and Greensburg.

Scoping and Comments

FRA encourages broad participation in the EIS process and review of the resulting environmental documents. Comments and suggestions related to the project and potential environmental concerns are invited from all interested agencies and the public at large to ensure that the full range of issues related to the proposed action and all reasonable alternatives are addressed and all significant issues are identified. The public will be invited to participate in the scoping process, review the draft EIS, and provide input at public meetings. Letters describing the proposed scope of the EIS and soliciting comments will be sent to appropriate Federal, State and local agencies, elected officials, community organizations, and to private organizations and citizens who have previously expressed interest in this proposal. Several public meetings to be advertised in the local media will be held in the project area regarding this proposal. Release of the draft EIS for public comment and public meetings and hearings will be announced as those dates are established.

Comments or questions concerning this notice of intent and the EIS should be directed to the FRA or the Port Authority of Allegheny County at the addresses noted above.

Issued in Washington DC on: July 13, 2001.

Arrigo P. Mongini,

Deputy Associate Administrator for Railroad Development, Federal Railroad Administration.

[FR Doc. 01-18112 Filed 7-18-01; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2001-9947]

Notice of Receipt of Petition for Decision that Nonconforming 2000-2001 Mercedes Benz S500 and S600 Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 2000-2001 Mercedes Benz S500 and S600 passenger cars are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 2000-2001 Mercedes Benz S500 and S600 passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATE: The closing date for comments on the petition is August 20, 2001.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 a.m. to 5 p.m.].

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

J.K. Technologies of Baltimore, Maryland ("J.K.") (Registered Importer 90-006) has petitioned NHTSA to decide whether 2000-2001 Mercedes Benz S500 and S600 passenger cars are eligible for importation into the United States. The vehicles which J.K. believes are substantially similar are 2000-2001 Mercedes Benz S500 and S600 passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 2000-2001 Mercedes Benz S500 and S600 passenger cars to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

J.K. submitted information with its petition intended to demonstrate that non-U.S. certified 2000-2001 Mercedes Benz S500 and S600 passenger cars, as originally manufactured for sale in Europe, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.