

will also identify and analyze potential transportation corridors between Yosemite Avenue and Bellevue Road. No construction or right-of-way acquisition north of Yosemite Avenue is proposed to be included as part of this project.

The purpose (focused end result) of the Campus Parkway project is a transportation corridor that supplies sufficient capacity and connectivity to serve the northern and eastern portions of the City of Merced through the year 2025. Alternatives under consideration include: (1) Taking no action; and, (2) constructing a limited access expressway with the appropriate number of lanes to serve the anticipated demand for the design horizon (2025) within the right-of-way necessary to support the number of lanes required for the ultimate build-out of the Merced area. Three alternatives alignments have been identified that will be analyzed in the EIS.

Other proposed projects and actions that are likely to have an impact on the Campus Parkway project will be evaluated, including the potential cumulative impacts of the proposed UC Merced and adjacent University Community.

Public information meetings and a public hearing will be held for this project. A letter advising these meetings and hearing will be sent to appropriate Federal, State, and Local agencies as well as to private organizations and individuals who have expressed an interest in this project. The draft EIS will be available for public and agency review and comment prior to the public hearing. No formal scoping meeting is planned at this time.

To ensure that the full range of issues relate to this proposed action are addressed and all significant issues are 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 at the address provided above. Comments received that responded to the January 25, 2000 notice will still be addressed, as well as any additional responses received as a result of this notice.

(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: April 12, 2001.

Glenn Clinton,

Team Leader, Program Delivery Team—North Sacramento, California.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Somerset County, Pennsylvania

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 highway project in Somerset County, Pennsylvania.

FOR FURTHER INFORMATION CONTACT:

David W. Cough, P.E., Director of Operations, Federal Highway Administration, Pennsylvania Division Office, 228 Walnut Street, Harrisburg, PA 17101–1720, (717) 221–3411 or David L. Sherman, P.E., Project Manager, Pennsylvania Department of Transportation, District 9–0, 1620 North Juniata Street, Hollidaysburg, Pennsylvania, 16648, (814) 696–7172.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Pennsylvania Department of Transportation (PennDOT), will prepare an Environmental Impact Statement (EIS) to identify and evaluate alternatives for the transportation improvement of a 15.2 mile section of U.S. 219 between the northern terminus of the Meyersdale Bypass (upgraded U.S. 219) and the existing four-lane section of U.S. 219 near the Borough of Somerset, Pennsylvania. A partial realignment of the last mile of the existing four-lane section of U.S. 219 near Somerset may also be considered. Included in the overall project will be the identification of a range of alternatives that meet the project need and supporting environmental documentation and analysis to recommend a preferred alternative for implementation. A complete public involvement program is part of the project.

Based on a needs analysis completed in 1999, improvements to U.S. 219 are needed between Somerset, Pennsylvania and I–68 in Maryland based on deficient levels of service for most roadway segments; accident rates higher than the statewide average; geometric features which do not meet current design standards; increased travel times and

delays; less efficient system linkage for motorists traveling between the four-lane section of U.S. 219 or the PA Turnpike (I–70/76) in Somerset and I–68 in Maryland; insufficient access to local communities; and significant contributing factor in limiting economic development.

Possible alternatives to the proposed project include: no build; transportation system management (TSM); relocation to the eastern portion of the study area, west of Berlin; relocation to the west in the vicinity of the Garrett Shortcut; and one additional alternative not yet defined. These alternatives will be the basis for a recommendation of alternative to be carried forward for detailed environmental and engineering studies in the EIS. Incorporated into and studied with the various alternatives will be design variations of grade and alignment.

Letters 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 or are known to have interest in this proposal. Public meetings will be held in the area throughout the study process. Public involvement and agency coordination will be maintained throughout the development of the EIS.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to PennDOT at the address provided above.

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

James A. Cheatham,

FHWA Division Administrator, Harrisburg, PA.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB–582]

Napa Valley Wine Train, Inc.—Adverse Abandonment—in Napa Valley, CA

On April 6, 2001, the Napa Valley Flood Control and Water Conservation District (District) filed an adverse application under 49 U.S.C. 10903