

Measure	Description	NCP pages
11. Program Publicity	This measure is to continue to publicize the approved program. (The measure replaces Measure 7, "Install on-airfield noise abatement signage", page 5-21, of the 1991 Noise Compatibility Program). Once the FAA has approved the revised NCP, and the BRAA should take steps to publicize the program, including: revisions to on-airfield signs, posters for pilot lounges or flight planning areas, pilot handouts, such as flight manual inserts and web site upgrades, that summarize the preferred procedures. FAA Action: Approved in part, disapproved in part. The methods to publicize this revised noise compatibility program are approved. Specific language to be included is disapproved herein. Prior to release, each publicity measure must be approved for wording and content by the appropriate FAA office, and should clearly state that the noise abatement measures are voluntary, and that pilots, while encouraged to request the noise abatement departure heading, are always required to follow the directions provided by air traffic control.	207 and 212, and Tables 12.1; FAA letter dated March 29, 2002.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on June 28, 2002. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative office of the Boca Raton Airport Authority.

Issued in Orlando, Florida on July 12, 2002.

W. Dean Stringer,
Manager, Orlando Airports District Office.
 [FR Doc. 02-18339 Filed 7-19-02; 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, WA
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 (WSDOT) and King County Department of Transportation, is issuing this notice to advise the public that a supplement to the final 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: Jim Leonard, P.E., Urban Area Engineer, Federal Highway Administration, 711 South Capitol Way, Suite 501, Olympia, Washington 98501-1284, Telephone: (360) 753-9408 or Tina Morehead, Senior Environmental Engineer, King County, Road Services Division,

Department of Transportation, King Street Center M.S. KSC-TR-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 and FHWA have reevaluated the project and determined that a supplemental EIS needs to be prepared to address those issues.

No formal scoping period will be held. 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. Subsequent to distribution of the draft supplemental EIS, a public hearing will be held during the 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 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 intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: July 9, 2002.

Jim Leonard,
Urban Area Engineer, Federal Highway Administration, Washington Division.
 [FR Doc. 02-18328 Filed 7-19-02; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Travis County, TX

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 (EIS) will be prepared for a proposed new location highway/tollway project in Travis County, Texas.

FOR FURTHER INFORMATION CONTACT: Mr. Patrick Bauer, P.E., District Engineer, Federal Highway Administration, 826 Federal Office Building, 300 E. 8th Street, Austin, Texas 78701, telephone number (512) 536-5950 or Ms. Stacey Benningfield, Environmental Program Manager, Texas Turnpike Authority Division, Texas Department of Transportation, 125 E. 11th Street, Austin, Texas 78701, telephone number (512) 225-1351.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Texas Turnpike Authority Division (TTA) of the Texas Department of Transportation, will prepare an EIS for proposed State Highway 45, between Interstate Highway 35, south of Austin, Texas, and proposed State Highway 130/existing US Highway 183, southeast of Austin in Travis County, Texas. As currently envisioned, proposed SH 45 would ultimately be a six-lane controlled access roadway with directions of travel being separated by a barrier or median. Interchanges or grade separations would be constructed at major thoroughfares and direct connector ramps would be provided at IH 35 and State Highway 130/US Highway 183. The proposed right-of-way width would be 400' (usual minimum) and the project length would be approximately 7 miles. Alternatives to be addressed in the EIS include (1) upgrading existing roadways, (2) new location alternatives and (3) the no-build alternative. The proposed project is considered necessary in order to provide for existing and projected traffic demand in the project area.

The proposed project is considered a candidate for development as a toll road. Accordingly, in conjunction with preparation of the EIS, TTA will conduct a study to determine the feasibility of constructing the proposed facility as a toll road and financing it, in whole or in part, through the issuance of revenue bonds. Impacts owing to the possible toll designation will be addressed in the EIS.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies; and to private organizations, citizens and residents who have previously expressed or are known to have an interest in this proposal.

It is anticipated that the project would be constructed in phases, with the initial (interim) phase(s) being of smaller scale (fewer lanes) than the ultimate facility.

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. On Thursday, August 22, 2002, the TTA will conduct a public scoping meeting on the proposed SH 45 project. The meeting will be held at Popham Elementary School, 7014 Elroy Road, Del Valle, Texas. The purpose of the public meeting will be to receive comments and identify issues to be considered during development of route alternative and preparation of the EIS. Verbal and written comments may be submitted at the meeting or written

comments may be submitted via regular postal mail to the FHWA or TTA at the addresses provided above. To be included in the official record of the public meeting, comments must be received by Tuesday, September 3, 2002. The meeting will begin at 6 p.m. with a one-hour "open house". During the open house displays showing the project area and other project information will be available for review and staff from the TTA will be available to answer questions. At 7 p.m. there will be a presentation followed by a public comment period. All interested citizens are encouraged to attend this meeting.

Persons who have special communication or accommodation needs, and who plan to attend the public meeting are asked to contact Stacey Benningfield (512/225-1351) at least two business days prior to the meeting so that accommodations may be made.

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

Issued on: July 11, 2002.

Antonio Palacios,
Urban Engineer.

[FR Doc. 02-18329 Filed 7-19-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA 2001-9972; Formerly FRA Docket No. 87-2; Notice No. 15]

RIN 2130-AB20

Automatic Train Control and Advanced Civil Speed Enforcement System; Northeast Corridor Railroads

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

ACTION: Amendment to Order of Particular Applicability requiring Advanced Civil Speed Enforcement System (ACSES) between New Haven, Connecticut and Boston, Massachusetts—New CSX Transportation (CSXT) temporary operating protocols allowing nighttime operations.

SUMMARY: In 1998, FRA issued an Order of Particular Applicability requiring all trains operating on the Northeast Corridor (NEC) between New Haven, Connecticut and Boston, Massachusetts (NEC—North End) to be equipped to

respond to the new Advanced Civil Speed Enforcement System (ACSES). On June 26, 2002, CSXT wrote to request additional relief. After reviewing this request, and discussing it with CSXT personnel, FRA has decided to amend the Order to allow CSXT to run nighttime operations under temporary operating protocols until further notice.

DATES: The amendment to the Order is effective July 22, 2002.

FOR FURTHER INFORMATION CONTACT: W.E. Goodman, Staff Director, Signal and Train Control Division, Office of Safety, Mail Stop 25, FRA, 1120 Vermont Avenue, NW., Washington, DC 20590 ((202) 493-6325); Paul Weber, Railroad Safety Specialist, Signal and Train Control Division, Office of Safety, Mail Stop 25, FRA, 1120 Vermont Avenue, NW., Washington, DC 20590 ((202) 493-6258); or Patricia V. Sun, Office of Chief Counsel, Mail Stop 10, 1120 Vermont Avenue, NW., Washington, DC 20590 ((202) 493-6038).

For instructions on how to use this system, visit the Docket Management System Web site (www.dms.dot.gov) and click on the "Help" menu. This docket is also available for inspection or copying at room PL-401 on the plaza level of the Nassif Building at the U.S. Department of Transportation, 400 7th Street, SW., Washington, DC 20590-0001, during regular business hours.

SUPPLEMENTARY INFORMATION: The Order of Particular Applicability (Order), as published on July 22, 1998, set performance standards for cab signal/automatic train control and ACSES systems, increased certain maximum authorized train speeds, and contained safety requirements supporting improved rail service on the NEC. 63 FR 39343. Among other requirements, the Order required all trains operating on track controlled by the National Railroad Passenger Corporation (Amtrak) on the NEC—North End to be controlled by locomotives equipped to respond to ACSES by October 1, 1999. In seven subsequent notices, FRA amended the Order to reset the implementation schedule, make technical changes, and allow the use of temporary operating protocols. 64 FR 54410, October 6, 1999; 65 FR 62795, October 19, 2000; 66 FR 1718, January 9, 2001; 66 FR 34512, June 28, 2001; 66 FR 57771, November 16, 2001; 67 FR 6753, February 12, 2002, and 67 FR 14769, March 27, 2002.

On June 28, 2001, in Notice No. 11, FRA granted CSXT a relief period from the implementation schedule specified in the Order to allow CSXT additional time to complete its field testing of new