

terminal stations would be served by bus, express bus, and/or bus rapid transit routes and be supported by park-and-ride facilities.

IV. Probable Effects

The purpose of the SEIS/SEIR is to fully disclose, in advance of any decisions to commit substantial financial or other resources, the environmental consequences of building and operating a major capital investment in the Sacramento South Corridor. The SEIS/SEIR will explore the extent to which study alternatives and design options result in environmental impacts and will discuss actions to reduce or eliminate such impacts. Environmental issues to be examined in the SEIS/SEIR include: changes to the physical environment (biological and cultural resources, air quality, noise/vibration, water quality, floodplains, geology, visual/aesthetics); changes in the social environment (land use, development, business and neighborhood disruptions); changes in traffic and pedestrian circulation; changes in transit service and patronage; associated changes in traffic congestion; and impacts on parklands and historic sites. Impacts will be identified both for the construction period and for the long-term operation of the alternatives. The proposed evaluation criteria include transportation, social economic, and financial measures, as required by current federal (NEPA) and state (CEQA) environmental laws and the implementing regulations of the Council on Environmental Quality, FTA, and the State Office of Planning and Research.

The relationship of the alternatives to other major corridor projects will be evaluated in the SEIS/SEIR. Examples include:

- Cosumnes River Boulevard extension,
- Roadway widenings—Cosumnes River Boulevard and Bruceville Road,
- Floodplain/drainage/levee/floodwall improvements,
- Existing and proposed utilities in the corridor—major sewer interceptors, possible Freeport Diversion water pipeline,
- Land use developments—College Square, City redevelopment areas, Cosumnes River College plans and improvements,
- UPRR capacity improvements, and
- Master Plan for the County Sanitation District Bufferlands.

To ensure that the full range of issues related to this proposed action will be addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this

proposed action and the SEIS/SEIR should be directed to the RT Program Manager as noted in the **ADDRESSES** section above.

V. FTA Procedures

To streamline the NEPA process and to avoid duplication of effort, the agencies involved in the scoping process will consider the results of any previous planning studies or financial feasibility studies (e.g., *Multi-Corridor Study* [RT, 2001] and *Sacramento Systems Planning Study* [RT, 1991]) prepared in support of a decision by the Sacramento Area Council of Governments to include a particular alternative in the Regional Transportation Plan for Metropolitan Sacramento. Prior transportation planning studies may be pertinent to establishing the purpose of and need for the proposed action and the range of alternatives to be evaluated in detail in the SEIS/SEIR. The Draft SEIS/SEIR will be prepared simultaneously with conceptual engineering for the alternatives, including station and alignment options. The Draft SEIS/SEIR process will address the potential use of federal funds for the proposed action, as well as assess the social, economic, and environmental impacts of the alternatives. Station designs and alignment alternatives will be refined to minimize and mitigate any adverse impacts. After publication, the Draft SEIS/SEIR will be available for public and agency review and comments, and (a) public hearing(s) will be held. Based on the Draft SEIS/SEIR and comments received, RT will further refine the preferred alternative identified in the Final SEIS/SEIR and will apply for FTA approval to initiate Preliminary Engineering of the preferred alternative.

Issued March 4, 2002.

F. James Kenna,

Deputy Region IX Administrator.

[FR Doc. 02-5636 Filed 3-7-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number: MARAD-2002-11737]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel ANOTHER REALITY.

SUMMARY: As authorized by Pub. L. 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

DATES: Submit comments on or before April 8, 2002.

ADDRESSES: Comments should refer to docket number MARAD-2002-11737. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2307.

SUPPLEMENTARY INFORMATION: Title V of Pub. L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to

properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR part 388.

Vessel Proposed for Waiver of the U.S.-Build Requirement

(1) Name of vessel and owner for which waiver is requested.

Name of vessel: ANOTHER REALITY.
Owner: Edward C. Miller and Margaret A. Miller.

(2) Size, capacity and tonnage of vessel. *According to the applicant:* "43' * * * 22 gross tons * * * with a capacity of 10 people."

(3) Intended use for vessel, including geographic region of intended operation and trade. *According to the applicant:*

* * * I wish to start a part time charter business to take six passengers or less on trips from Key Biscayne Florida to anywhere within a 100 mile north-south trek down to the Dry Tortugas or up to Stuart, FL. These charters will be eco-tours, sunset cruises, sight seeing tours, snorkeling cruises and taxi services. It will eventually encompass the areas from the panhandle of Florida (around Pensacola) south to the Florida Keys and up the east coast to Maine * * *.

(4) Date and Place of construction and (if applicable) rebuilding. *Date of construction:* 1979. *Place of construction:* Taiwan.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. *According to the applicant:*

The waiver for Another Reality should have absolutely no impact on any businesses in any of the areas described above. It is strictly intended to be a part time business (at maximum 3 days a week or less). The majority of small vessel charters in my area are primarily fishing charters which I have no intention of doing.

(6) A statement on the impact this waiver will have on U.S. shipyards. *According to the applicant:*

There will also be no impact on any of the local shipyards. The vessel is 20 years old and has no competition for any currently built ships of its size and type.

Dated: March 4, 2002.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 02-5641 Filed 3-7-02; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number: MARAD-2002-11734]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel FULL CIRCLE.

SUMMARY: As authorized by Pub. L. 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

DATES: Submit comments on or before April 8, 2002.

ADDRESSES: Comments should refer to docket number MARAD-2002-11734. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2307.

SUPPLEMENTARY INFORMATION: Title V of Pub. L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build

requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR part 388.

Vessel Proposed for Waiver of the U.S.-Build Requirement

(1) Name of vessel and owner for which waiver is requested.

Name of vessel: FULL CIRCLE.
Owner: David A. Fors.

(2) Size, capacity and tonnage of vessel. *According to the applicant:* "The vessel is a 31 ft. Concorde Sport Cruiser, 12 gross tons; 9 net tons * * *."

(3) Intended use for vessel, including geographic region of intended operation and trade. *According to the applicant:* I intend to use this vessel as a charter fishing boat, home port is Chicago, IL, and to fish the Illinois waters of southern Lake Michigan."

(4) Date and Place of construction and (if applicable) rebuilding. *Date of construction:* 1970. *Place of construction:* Unknown.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. *According to the applicant:*

There are 13 other charter fishing boats operating out of the city of Chicago as of last season. * * * This waiver would have no impact on the other boats, as there are not enough charter boats in Chicago now to handle the business. The charter boats now run between 50 and 125 6hr. trips per season each, depending if they are full time or part time captains. I would be a part time captain, fishing primarily weekends.

(6) A statement on the impact this waiver will have on U.S. shipyards. *According to the applicant:* "The waiver would have no impact on U.S. shipyards."

Dated: March 4, 2002.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 02-5640 Filed 3-7-02; 8:45 am]

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