

SUMMARY: As a means of outreach to the traveling public and all users of the nation's surface transportation system, the United States Department of Transportation will establish a new surface transportation reauthorization page on the world wide web at <http://www.dot.gov> and will make available a brochure on this subject. This outreach through the web page and the brochure is intended to stimulate public input and comments concerning the Department's proposal for reauthorization of the surface transportation programs which will succeed the Transportation Equity Act for the 21st Century (TEA-21) which is due to expire at the end of September 2003.

The web page and the brochure are also intended to provide a description of the Department's approach in the reauthorization of TEA-21. The principles found in the brochure and web page represent the Department's current approach and are included here as a means of stimulating public comment, and are not intended to be exclusive of other ideas. The web page will be updated regularly. The web page will also serve as a link to other transportation related web sites.

DATES: Comments may be submitted at any time before January 1, 2003.

ADDRESSES: Comments concerning the reauthorization of TEA-21 are strongly encouraged in electronic form. Instructions for submitting comments electronically will be found on the web page at <http://www.dot.gov>.

Comments may also be submitted in written form by mailing them to the Dockets Management System, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001. Comments should identify Docket Number OST-2002-12170.

Due to the expectation of large volumes of public comments, the Department will not be able to respond directly to individual comments in either electronic or written form. All comments will, however, be posted to the public web site and therefore will be available for viewing by the general public. The comments will also be compiled and reviewed by the Department. Submitters using the electronic form may choose to receive additional TEA-21 information in the future.

FOR FURTHER INFORMATION CONTACT: 1 (800) 647-5527, U.S. Department of Transportation Docket Services.

SUPPLEMENTARY INFORMATION:

Building On TEA-21—Core Principles

- Assure adequate and predictable funding for investment in the Nation's transportation system. This funding can contribute to the long-term health of the economy and, by enhancing the mobility of people and goods, promote greater productivity and efficiency.
- Preserve State and local government funding flexibility to allow the broadest application of funds to transportation solutions.
- Build on the intermodal approaches of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and TEA-21.
- Expand and improve innovative financing programs in order to encourage greater private sector investment in the transportation system, and examine other means to augment existing trust funds and revenue streams.
- Address the security of the Nation's surface transportation system.
- Make substantial improvements in the safety of the Nation's surface transportation system. It is not acceptable that the Nation suffers 41,000 deaths and over 3 million injuries annually on the highway system.
- Strengthen the efficiency and integration of the Nation's system of goods movement by improving international gateways and points of intermodal connection.
- Simplify Federal transportation programs and continue efforts to streamline project approval and implementation.
- Develop the data and analyses critical to sound transportation decision making.
- Foster intelligent transportation systems as a means to improve safety, reduce congestion and protect the environment.
- Improve on the performance of the entire transportation system through better planning, management, construction, operations, asset management, maintenance and construction.
- Increase accessibility to transportation so that all Americans can enjoy its benefits.
- Ensure an efficient infrastructure while retaining environmental protections that enhance our quality of life.

Issued in Washington DC on June 18, 2002.

Sean B. O'Hollaren,
Assistant Secretary for Governmental Affairs.
[FR Doc. 02-15803 Filed 6-21-02; 8:45 am]
BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG-2000-8229]

Notice of the Record of Decision for the Integrated Deepwater System Project

AGENCY: U.S. Coast Guard, DOT.

ACTION: Notice; record of decision.

SUMMARY: This notice advises the public of the U.S. Coast Guard's Record of Decision for the Integrated Deepwater System Project. The full text of the Record of Decision is included below under **SUPPLEMENTARY INFORMATION**.

ADDRESSES: The Department of Transportation Docket Management Facility maintains the public docket for the Integrated Deepwater System Project Programmatic Environmental Impact Statement. The Record of Decision will become part of this docket and will be available along with the Final Programmatic Environmental Impact Statement for inspection or copying at Room PL-401, located on the Plaza Level of the Nassif Building, 400 Seventh Street SW., Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except for Federal holidays. You may also view this docket, including this record of decision, on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: If you have questions on the Record of Decision, the Final Programmatic Environmental Impact Statement, or the Integrated Deepwater System, call LCDR Eric Johnson, Deepwater Environmental Planner, by telephone at 202-267-1665 or by e-mail at ejohnson@comdt.uscg.mil or read the Coast Guard's Deepwater EIS Web page at <http://www.deepwatereis.com/>. If you have questions on viewing material on the docket, call Dorothy Beard, Chief, Dockets, Department of Transportation, telephone 202-366-9329.

SUPPLEMENTARY INFORMATION: The Coast Guard has issued its Record of Decision for the Integrated Deepwater System Project. The full text of the Record of Decision follows:

U.S. Coast Guard,
Record of Decision

The United States Coast Guard has published a Final Programmatic Environmental Impact Statement (PEIS) on the following project:
Integrated Deepwater System Project
Nation-wide

Purpose and Need

Most of the U.S. Coast Guard's mandated missions involve Deepwater operations. Deepwater operations are generally defined as those that require an extended on-scene presence, long transit times to reach the operating area, and/or the forward deployment of forces. The existing system of Deepwater assets has excessive operating and maintenance costs and lacks essential capabilities in speed, sensors, and interoperability, that limit overall Deepwater mission effectiveness and efficiency. Moreover, most of these assets will reach the end of their economically useful lives within the next 10 years (block obsolescence). The Coast Guard's fleet of medium and high endurance cutters are older than 36 of the world's 39 major naval fleets. This comes at a time when the demand on Deepwater missions is steadily increasing. The most recent increase in demand is in the area of homeland security. The need to defend our country against terrorism and rogue nations' hostilities has put a very large demand on the Coast Guard's limited resources. To address these issues, the Coast Guard is proposing to acquire an integrated system of new and/or modernized surface and air assets and logistics, communication, and sensor systems. This system of systems is designed to maximize operational effectiveness at the lowest possible cost to the taxpayer. It will minimize total ownership costs because new equipment is not as expensive to staff, operate and maintain. It will facilitate readiness. It will increase interoperability of assets among different mission areas and geographic districts. It will minimize disposal costs by utilizing more environmentally friendly components.

Alternatives Examined

No-Action Alternative: The Coast Guard would continue to operate existing assets, performing periodic upgrades to those assets until the end of their service lives. The Coast Guard would continue to replace assets on an asset-by-asset basis, as is traditionally done. One of the major problems with this alternative is that the Coast Guard would not have an integrated system; thus assets would not be able to communicate in real time, they would operate at different levels of efficiency (resulting in decreased efficiency throughout the system) and their maintenance costs would be higher.

Action Alternative: The Coast Guard would replace the existing collection of Deepwater assets with a system of

integrated new assets. The new system of assets would be designed to work together to deliver maximum operational effectiveness for the lowest possible total ownership cost. The Coast Guard would continue to operate existing assets for as long as they can contribute to the maximum operational effectiveness/lowest total ownership cost concept.

Environmental Consequences

Environmental consequences of the Action Alternative would, in general, have a net minor to moderate beneficial impact on most resource areas. Specific impacts would vary across specific resources and regions; however, the overall collective effect would be better for the environment than the No Action Alternative. This is primarily due to the fact that the Action Alternative provides an efficient and integrated system of assets that would provide shorter response times and increased levels of protection for biological resources over the No Action Alternative. All current policies and guidelines designed to safeguard the environment from Coast Guard operations will continue under the Action Alternative.

Decision

The decision is the Action Alternative because it best meets the Coast Guard's mission needs in the 21st Century.

Environmentally Preferable Alternative

The environmentally preferable alternative is the Action Alternative because it provides an efficient and integrated system of assets that would provide shorter response times and increased levels of protection for biological resources over the No Action Alternative.

Relevant Decision Factors

The following are the economic, technical, USCG statutory missions, national policy considerations that were weighed in reaching my decision.

Economic: From an economic standpoint, the Action Alternative is less expensive in the long-term. Toward the end of an asset's economic service life, it is generally more prohibitive to maintain that asset than replace it. As time progresses, maintenance costs will escalate, resulting in the inefficient use of resources. Newer assets, with more environmentally friendly components will cost less to dispose of at the end of their service life.

Technical: From a technical standpoint, the Action Alternative will result in a modern system of systems with increased interoperability and efficiency and effectiveness in carrying

out mandated missions. Due to size, weight, age and power concerns, existing assets cannot fully capture the benefits of changes in technology. The Action Alternative will resolve these problems. Many manufacturers have cancelled production and support for the equipment on existing assets. The Action Alternative will also resolve these problems.

USCG Statutory Missions: The Coast Guard must maintain mission effectiveness in all 14 of the currently mandated Deepwater missions. Studies by the Office of Naval Intelligence and others foresee global events, such as the doubling world population, the continued decline in marine fisheries, the end of the Cold War and the associated rise in ethnic and cultural conflicts worldwide, and the tripling of international commerce, as greatly increasing the nation's reliance on the Coast Guard. In addition, increases in the numbers of cruise ships and recreational boats will create more requirements for Coast Guard services. These increases in demand have required the Coast Guard to increase its efforts toward environmental and living marine resources protection, illegal immigration, and drug smuggling, and vessel inspection. The Action Alternative will help to support these increased demands.

National Policy Considerations: One of the 14 mandated Coast Guard Deepwater missions is National Defense. In addition, the most recent increase in demand in the area of homeland security has increased the demand on the Coast Guard's limited resources. Homeland security initiatives have also increased the demand for international operations, either individually or jointly with other armed forces. The Action Alternative will help to support these increased demands.

Mitigation

On a programmatic level, all practical means to avoid or minimize environmental harm from the selected alternative have been adopted. This is due primarily to the three environmental requirements placed on the competing industry teams in the System Performance Specification. These were: (1) Minimize the negative impact on the environment; (2) meet current and projected international, federal, state and local environmental regulations throughout its life cycle; and (3) minimize energy consumption for all Deepwater assets. Environmental harm will be avoided or minimized during design, construction, deployment, operation and disposal of Deepwater assets by the actions of the

Environmental Protection Working Group as described in section 2.2.1 of the Programmatic EIS. The Coast Guard also stated in the Programmatic EIS that all Coast Guard regulations concerning environmental protection will remain in force for the Integrated Deepwater System.

Because of the broad, programmatic nature of the Integrated Deepwater System Project Programmatic EIS, it is not currently possible to state emphatically that all practical means of avoiding or minimizing environmental harm have been adopted at the site-specific level. However, as a means to avoid or minimize environmental harm at the site-specific level, the Coast Guard has stated in the Programmatic EIS and restates here that follow-on NEPA documentation will address site-specific issues including potential mitigation measures. This tiered documentation will be completed on a level as comprehensive as possible while remaining commensurate with Coast Guard decisions being made.

In reaching my decision on the U.S. Coast Guard's proposed action, I have considered the information contained in the Integrated Deepwater System Project Programmatic EIS on the potential for environmental impacts.

Dated: June 18, 2002.

Robert S. Horowitz,

Director of Finance and Procurement, U.S. Coast Guard.

[FR Doc. 02-15892 Filed 6-21-02; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aging Transport System Rulemaking Advisory Committee Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a public meeting of the FAA's Aging Transport Systems Rulemaking Advisory Committee (ATSRAC).

DATES: The FAA will hold the meeting on July 9, 10, and 11, 2002, from 9:00 a.m. to 5:00 p.m. on the 9th and 10th and from 8:30 a.m. to 3:30 p.m. on the 11th.

ADDRESSES: On July 9th and 10th the meeting will be held at the Federal Aviation Administration, MacCracken Room, 800 Independence Avenue, Washington, DC 20591. Only July 11th the meeting will be held at the Boeing Company, 1200 Wilson Blvd., Rosslyn, Virginia.

FOR FURTHER INFORMATION CONTACT:

Shirley Stroman, Office of Rulemaking, ARM-208, FAA, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470; fax (202) 267-5075; or e-mail shirley.stroman@faa.gov.

SUPPLEMENTARY INFORMATION: This notice announces a meeting of the Aging Transport Systems Rulemaking Advisory Committee, which will be held at the Federal Aviation Administration, MacCracken Room, 800 Independence Avenue, Washington, DC 20591 on July 9 and 10, 2002, and at the Boeing Company, 1200 Wilson Blvd., Rosslyn, Virginia on July 11th.

The agenda topics for meeting will include the following:

1. Presentation of Draft Final Reports From the Following Harmonization Working Groups:
 - Wire System Certification Requirements
 - Standard Wire Practice Manual
 - Enhanced Training Program for Wire Systems
 - Enhanced Maintenance Criteria for Systems
2. Status Report on Small Transport Airplane Harmonization Working Group
3. Update on the Enhanced Airworthiness Programs for Airplane Systems (EAPAS) Plan
4. Status of FAA's Research and Development Program on Aging Systems
5. Intrusive Inspection Recommendation Status

Meeting attendance is open to the public. However, space will be limited by the size of the available meeting room. The FAA will provide teleconference services to individuals who wish to participate by telephone and who submit their requests before June 28th. If you use the teleconference service from within the Washington, DC metropolitan calling area, the call would be considered local. However, callers from outside this calling area will be responsible for paying long-distance charges. In addition to teleconferencing services, we will provide sign and oral interpretation, as well as a listening device if requests are made within 7 calendar days before the meeting. You may arrange for these services by contacting the person listed under the **FOR FURTHER INFORMATION CONTACT** heading of this notice.

The public may present written statements to the Committee by providing 20 copies of the Committee's Executive Director or by bringing the copies to the meeting. Public statements will only be considered if time permits.

Issued in Washington, on June 14, 2002.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 02-15780 Filed 6-18-02; 4:55 pm]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 02-04-C-00-TLH To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Tallahassee Regional Airport, Tallahassee, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent to Rule on Application.

SUMMARY: These corrections revise information from the previously published notice. In the notice appearing on pages 18671 and 18672 in the issue of Tuesday, April 16, 2002 (Volume 67, Number 73) under **SUPPLEMENTARY INFORMATION** in the first column, in the 15th line, the date the FAA will approve or disapprove the application, in whole or in part, no later than should read, "August 15, 2002". Also, under **SUPPLEMENTARY INFORMATION**, in the first column, in the 21st line, the Proposed charge expiration date should read, "October 1, 2007". Finally, under **SUPPLEMENTARY INFORMATION**, in the first column, in the 24th line, the Total estimated PFC revenue should read, "\$10,072,057".

DATES: Comments must be received on or before July 24, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, Suite 400, 5950 Hazeltine National Drive, Orlando, Florida 32822.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Kenneth Austin, Airport Director of the City of Tallahassee at the following address: Tallahassee Regional Airport, 3300 Capital Circle, SW., Suite 1, Tallahassee, Florida 32310.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Tallahassee under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Bill Farris, Program Manager, Orlando Airports District Office, Suite 400, 5950 Hazeltine National Drive, Orlando, Florida, 32822, (407) 812-6331, extension 25. The application may be