

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Louis Armstrong New Orleans International Airport.

Issued in Fort Worth, Texas on March 13, 2002.

Naomi L. Saunders,
Manager, Airports Division.

[FR Doc. 02-6759 Filed 3-19-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Waukesha County, WI

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Supplemental notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for transportation improvements in the State Trunk Highway (STH) 83 corridor between County Trunk Highway (CTH) "NN" at the north limits of the Village of Mukwonago and STH 16, Waukesha County, Wisconsin. The north terminus was extended since the notice of intent was published in the **Federal Register** on March 26, 2001 (66 FR 16520).

FOR FURTHER INFORMATION CONTACT: Mr. Richard C. Madrzak, Field Operations Engineer, Federal Highway Administration, 567 D'Onofrio Drive, Madison, Wisconsin 53719-2814; telephone: (608) 829-7510. You may also contact Ms. Carol Cutshall, Director, Bureau of Environment, Wisconsin Department of Transportation, P.O. Box 7965, Madison, Wisconsin 53707-7965; telephone: (608) 266-9626.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded by using a computer, modem and suitable communications software from the Government Printing Offices' Electronic Bulletin Board Service at (202) 512-

1661. Internet users may reach the Office of Federal Register's home page at: <http://www.nara.gov/fedreg> and the Government Printing Offices' database at: <http://www.access.gpo.gov/nara>.

Background

The FHWA, in cooperation with the Wisconsin Department of Transportation, will prepare a Draft Environmental Impact Statement (EIS) on a proposal to provide safety, operational and capacity improvements on an approximate 27 kilometer (17 mile) section of STH 83 between CTH "NN" at the north limits of the Village of Mukwonago and STH 16, Waukesha County.

This notice is supplementary to the notice of intent, which was published in the **Federal Register** on March 26, 2001 at 66 FR 16520. The purpose of the supplemental notice of intent is to extend the project limits about 6 kilometers (4 miles) at the north terminus. The previous north terminus was Interstate Highway 94. The revised north terminus is STH 16.

To ensure that the full range of issues related to this proposed action are addressed, and all substantive 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 FHWA or the Wisconsin Department of Transportation at the addresses provided in the caption **FOR FURTHER INFORMATION CONTACT**.

(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).

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: March 12, 2002.

Philip E. Barnes,

Acting Division Administrator, Federal Highway Administration, Madison, Wisconsin.

[FR Doc. 02-6631 Filed 3-19-02; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration.

Environmental Impact Statement: Weber County, UT

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice of intent to advise the public that

an environmental impact statement will be prepared for a proposed highway project in Weber County, Utah.

FOR FURTHER INFORMATION CONTACT: Ms. Sandra Garcia, Federal Highway Administration, 2520 W. 4700 S. Suite 9A, Salt Lake City, Utah 84118-1847, Telephone: (801) 963-0182; E-mail: sandra.garcia@fhwa.dot.gov.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Utah Department of Transportation (UDOT), will prepare an environmental impact statement (EIS) on a proposal to improve Riverdale Road, Utah State Route 26 (SR-26) from I-15 to Washington Boulevard, in Ogden, Utah. The proposed improvement will involve the reconstruction of the existing SR-26 through the cities of Roy, Riverdale, South Ogden and Ogden for a distance of about 5.3 kilometers (3.3 miles).

Improvements to the corridor are considered necessary to provide for the existing and projected traffic demands. Also, included in this proposal is the replacement of the existing Riverdale Road Interchange bridges over I-84 and I-15. Alternatives under consideration include (1) taking no action, (2) using alternate travel modes, (3) traffic signal and lane striping modifications, and (4) widening the existing 4 lane roadway to 6 lanes.

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. A series of public meetings will be held in the proximity of the project starting April 2002. In addition, a public hearing will be held. Public notice will be given of the time and place of the meeting and hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

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. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(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: March 14, 2002.

William R. Gedris,

Structural/Environmental Engineer, Salt Lake City, Utah.

[FR Doc. 02-6685 Filed 3-15-02; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Programmatic Environmental Impact Statement for Passenger Rail Improvements to the Los Angeles to San Diego Rail Corridor

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 join the California Department of Transportation (Department) in the preparation of a program level environmental impact statement (EIS) and program environmental impact report (EIR) for passenger rail improvements to the Los Angeles to San Diego (LOSSAN) rail corridor. FRA is also issuing this notice to solicit public and agency input into the development of the scope of the EIR/EIS and to advise the public that outreach activities conducted by the Department and its representatives will be considered in the preparation of the EIR/EIS. Alternatives to be evaluated and analyzed in the Program EIR/EIS include (1) take no action (No-Project or No-Build); (2) construction of passenger rail improvements in the LOSSAN rail corridor; and (3) modal alternatives that would include a combination of air and highway improvements. Possible environmental impacts include displacement of commercial and residential properties; disproportionate impacts to minority and low-income populations; community and neighborhood disruption; increased noise along the rail corridor or at airports and along highways; traffic impacts associated with stations or airports; effects to historic properties or archaeological sites; impacts to parks and recreation resources; visual quality effects; exposure to seismic and flood hazards; impacts to water resources, wetlands, and sensitive biological species and habitat; land use compatibility impacts; energy use; and impacts to agricultural lands.

FOR FURTHER INFORMATION CONTACT: For further information regarding the programmatic environmental review, please contact: Mr. Patrick Merrill,

Manager, California Department of Transportation, Division of Rail, MS 74, PO Box 942874, Sacramento, CA 94274-0001, (telephone 916-654-7543) or Mr. David Valenstein, Environmental Program Manager, Office of Passenger Programs, Federal Railroad Administration, 1120 Vermont Avenue (Mail Stop 20), Washington, DC 20590, (telephone 202-493-6368).

SUPPLEMENTARY INFORMATION: The Department has determined that improvements to the existing LOSSAN rail corridor may be necessary to meet the expected growth in population and resulting increases in intercity travel demand between Los Angeles and San Diego. As a result of this growth in travel demand, there will be increases in travel delays from the growing congestion on California's highways and at airports. In terms of passenger volumes, the LOSSAN corridor is the second-busiest intercity rail corridor in the nation, after the Northeast Corridor connecting Washington DC, New York and Boston. Amtrak uses the LOSSAN rail corridor for the Pacific Surfliner Service between Los Angeles and San Diego that is supported by the Department. The Southern California Regional Rail Authority also uses the LOSSAN rail Corridor for their Metrolink commuter rail service between Los Angeles and Oceanside and the North County Transit District uses it for their Coaster commuter rail service between Oceanside and San Diego. Finally, the Burlington Northern Santa Fe also uses the LOSSAN rail corridor for freight service.

The California High Speed Rail Authority (Authority) has designated the LOSSAN rail corridor as a potential component of the proposed statewide high speed rail system that the Authority is studying. FRA and the Authority are preparing a separate program EIR/EIS for the proposed statewide train system. The Authority will be considering shared use of the LOSSAN rail corridor and tracks in the program EIR/EIS for the statewide system. The Department has decided to coordinate the public review of proposed improvements to the LOSSAN rail corridor with the Authority's environmental review of the statewide system. The Authority and the Department will share the results of technical studies related to the LOSSAN rail corridor.

Alternatives

An initial system alternatives evaluation will consider all reasonable system alternatives at a broad level of analysis. This analysis will be followed

by a more detailed consideration of the most practical and feasible alternatives in the Program EIR/EIS. The alternatives will include:

No-Build Alternative

The take no action (No-Project or No-Build) alternative is defined to serve as the baseline for comparison of all alternatives. The No-Build Alternative represents the state's transportation system (highway, air, and rail) as it exists, and as it would exist after completion of programs or projects currently being implemented. The No-Build Alternative would draw upon the following sources of information:

- State Transportation Improvement Program (STIP)
- Regional Transportation Plans (RTPs) for all modes of travel
- Airport plans
- Passenger rail plans

Passenger Rail Alternative

The LOSSAN Rail Corridor improvements are incremental rail upgrades to the LOSSAN corridor. The upgrade of the LOSSAN rail corridor was previously studied in the Amtrak 20-Year Passenger Transportation Plan issued in March of 2001, which identified major improvements that could be undertaken between San Juan Capistrano and the Santa Fe Depot in downtown San Diego. The improvements to be discussed in the program EIR/EIS include:

- Completion or substantial completion of a second main track in the LOSSAN corridor;
- The consideration of alternative profiles (e.g. trenches, tunnels, viaducts) and/or deviations from the existing LOSSAN corridor in:
 - San Juan Capistrano
 - San Clemente
 - Encinitas
 - Del Mar
 - Miramar Hill;
 - Curve realignment at the Fullerton Junction, the Orange Junction and Dana Point;
 - The increase to four main tracks in the corridor between Commerce and Fullerton; and
 - Possible alternative profiles (e.g. trenches, tunnels, viaducts), deviations from the existing LOSSAN corridor and/or additional grade-separations as potential mitigation treatments in Orange-Santa Ana, Oceanside and Carlsbad.

FRA and the Department will consider all stations for the existing State-supported Amtrak Surfliner service in the development of LOSSAN rail corridor improvements. These are: