

and Whiteside Counties in the State of Illinois; Houston and Fillmore counties in the State of Minnesota; Crawford, Grant and Vernon counties in the State of Wisconsin.

The interest rates are:

	Percent
For Physical Damage:	
Homeowners With Credit Available Elsewhere	6.750
Homeowners Without Credit Available Elsewhere	3.375
Businesses With Credit Available Elsewhere	7.000
Businesses and Non-Profit Organizations Without Credit Available Elsewhere	3.500
Others (Including Non-Profit Organizations) With Credit Available Elsewhere	6.375
For Economic Injury:	
Businesses and Small Agricultural Cooperatives Without Credit Available Elsewhere	3.500

The number assigned to this disaster for physical damage is 342511. For economic injury the number is 9Q2700 for Iowa; 9Q2800 for Illinois; 9Q2900 for Minnesota; and 9Q3000 for Wisconsin.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: June 19, 2002.

Herbert L. Mitchell,

Associate Administrator for Disaster Assistance.

[FR Doc. 02-16055 Filed 6-25-02; 8:45 am]

BILLING CODE 8025-01-P

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster #3409]

Commonwealth of Virginia, (Amendment # 2); Disaster Loan Areas

In accordance with a notice received from the Federal Emergency Management Agency, dated June 17, 2002, the above numbered declaration is hereby amended to include Halifax, Pittsylvania, Prince George, Scott and Wise Counties and the Independent City of Emporia in the Commonwealth of Virginia as disaster areas due to damages caused by severe storms, tornadoes and flooding occurring on April 28, 2002 through May 3, 2002.

In addition, applications for economic injury loans from small businesses located in the following contiguous counties may be filed until the specified date at the previously designated location: Charles City, Chesterfield, Henry, Lee, Mecklenburg, Surry and Washington Counties in Virginia; Harlan and Letcher Counties in

Kentucky; Caswell, Granville, Person and Rockingham County in North Carolina; and Hancock, Hawkins and Sullivan Counties in Tennessee.

The economic injury number assigned to Tennessee is 9Q1800.

All other information remains the same, *i.e.*, the deadline for filing applications for physical damage is July 4, 2002, and for economic injury the deadline is February 5, 2003.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: June 19, 2002.

Herbert L. Mitchell,

Associate Administrator for Disaster Assistance.

[FR Doc. 02-16053 Filed 6-25-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favour of relief.

Mount Rainier Scenic Railroad

[Docket Number FRA-2002-12270]

The Mount Rainier Scenic Railroad, on behalf of Mr. Chris Baldo, seeks a waiver of compliance number FRA-2002-12270, with the *Inspection and Maintenance Standards for Steam Locomotives*, 49 CFR part 230, published November 17, 1999. Section 230.51 of the standards requires that each steam locomotive be equipped with two water glasses. The Mount Rainier Scenic Railroad seeks this waiver for one locomotive number MCL Co. 7 which is equipped with only one water glass and tri cocks. Mount Rainier Scenic Railroad indicates that the locomotive was rebuilt June 2001, and there is insufficient room to install the second water glass. The locomotive is currently stored at the Roots of Motive Power Museum, at Willits, CA. If the request is approved the locomotive would be operated over the California Western Railroad.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate

scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (*e.g.*, Waiver Petition Docket Number FRA-2002-12270) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, Washington, DC. 20590-0001. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.—5:00 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Issued in Washington, DC, on June 19, 2002.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 02-16044 Filed 6-25-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Supplemental Draft Environmental Impact Statement for the Central Florida Light Rail Transit System Project in Orlando, Florida Metropolitan Area

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of intent to prepare a Supplemental Draft Environmental Impact Statement (SDEIS).

SUMMARY: The Federal Transit Administration (FTA) as lead agency in cooperation with the Federal Highway Administration (FHWA), and the Central Florida Regional Transportation Authority (CFRTA, locally known as LYNX), in conjunction with METROPLAN ORLANDO, and the Florida Department of Transportation (FDOT) intend to conduct scoping meetings and prepare a Supplemental Draft Environmental Impact Statement (SDEIS) in accordance with the National

Environmental Policy Act (NEPA) for the proposed Central Florida Light Rail Transit System Project in Orange and Seminole Counties, Florida. Scoping activities will solicit input into the range of alternatives and social, economic, or environmental impacts to be evaluated in the SDEIS.

This Notice of Intent is being published at this time to notify interested parties and invite participation in the study due to the changes in the light rail transit alignment (including line, station locations and support facilities) that have occurred since the initial Notice of Intent (October 8, 1996), publication of the Central Florida Light Rail Transit System North/South Corridor Project DEIS (1997), and publication of the Central Florida Light Rail Transit System North/South Corridor Project FEIS as supplemented (1999). The new alignment is located generally within or adjacent to the Interstate 4 right-of-way and along the planned Kirkman Road extension (*see Study Area below*).

The following alternatives will be evaluated in the SDEIS: (1) A baseline alternative consisting of measures to implement more efficient management of the current transit infrastructure, with an emphasis on operating improvements, in addition to those projects listed in the Long Range Cost Feasible Plan and/or the Transportation Improvement Plan, and (2) the locally preferred light rail transit alignment (including line, station locations and support facilities).

Scoping will be accomplished through correspondence with interested persons, organizations, and Federal, State and local agencies, and through public meetings.

DATES: Scoping Meetings: A series of public meetings will be held to receive comments on the scoping document for the project, including the following dates, locations and times:

July 9, 2002 4 p.m.–7 p.m., Altamonte Springs City Council Chambers, 225 Newburyport Ave., Altamonte Springs, FL 32701.

July 10, 2002 4 p.m.–7 p.m., Rosen Centre Hotel, 9840 International Drive, Orlando, FL 32819.

July 11, 2002 4 p.m.–7 p.m., Orlando City Council Chambers (2nd Floor), 400 S. Orange Avenue, Orlando, FL 32802.

July 16, 2002 4 p.m.–7 p.m., Maitland City Council Chambers, 1776 Independence Lane, Maitland, FL 32751.

July 17, 2002 4 p.m.–7 p.m., Orange County Public Works Building, 4200 South John Young Parkway, Orlando, FL 32839.

All meeting locations are accessible to persons with disabilities. In accordance with the Americans With Disabilities Act of 1990, persons needing a special accommodation at this meeting because of a disability or physical impairment should contact Ron Jones at LYNX, (407) 841–2279, at least 48 hours before the meeting. If hearing impaired, contact LYNX at (407) 423–0787(TDD).

Comment Due Date: Written comments on the scope of alternatives and impacts to be considered should be sent to Tony Walter at LYNX, 445 West Amelia Street, Suite 800, Orlando, Florida, 32801 by August 1, 2002.

FOR FURTHER INFORMATION CONTACT: Tony Walter, Project Manager for LYNX, (407) 841–2279, EXT. 3007. You may also contact Mr. Derek Scott, Community Planner, Federal Transit Administration, Region IV, 61 Forsyth Street, SW, Suite 17T50, Atlanta, Georgia 30303. Telephone: (404) 562–3500.

SUPPLEMENTARY INFORMATION:

1. Notice of Intent

This Notice of Intent to prepare a Supplemental DEIS is being published at this time to notice interested parties due to the changes that have occurred since the initial Notice of Intent (October 8, 1996), publication of the Central Florida Light Rail Transit System North/South Corridor Project DEIS (1997), and publication of the Central Florida Light Rail Transit System North/South Corridor Project FEIS as supplemented (1999). The Central Florida Light Rail Transit System Project is re-examining light rail transit alignment alternatives within the study area (*see Study Area below*). FTA regulations and guidance will be used for the analysis and preparation of the Central Florida Light Rail Transit System Project SDEIS.

I. Scoping

The FTA, LYNX, METROPLAN ORLANDO, and FDOT invite written comments for a period of 45 days after publication of this notice (*see DATES above*). During scoping, comments should focus on identifying specific social, economic, or environmental impacts to be evaluated. Comments should focus on the scope of alternatives and impacts to be considered, and not on a preference for a particular alternative. Individual preference for a particular alternative should be communicated during the comment period for the Supplemental DEIS, subsequent to the completion of the scoping document.

Persons who wish to receive information prior to a scoping meeting, or to be placed on the mailing list to receive further information as the project continues may contact Tony Walter at LYNX, 445 West Amelia Street, Suite 800, Orlando, Florida, 32801.

II. Study Area and Transportation Need

The proposed project consists of an approximately 20 mile total light rail transit system, linking the Central Parkway in Altamonte Springs to the north, through Downtown Orlando and central Orange County, to the proposed Canadian Court Intermodal Center in the south. The locally preferred light rail transit alignment, as adopted by the METROPLAN ORLANDO Board in May 2002, extends from Central Parkway in Altamonte Springs and crosses over I–4 from Altamonte Springs to Maitland. South of Maitland Center, it crosses over to the east side of I–4 at Fairbanks Avenue, south along Dade Avenue at-grade, on King Street and easterly on Sanitarium Road, south over CSX and Princeton Street. The alignment is at-grade along a reconstructed Alden Road to Orange Avenue to the Regional Intermodal Center (RIC) on Amelia Street.

The alignment from the RIC through Downtown Orlando is still under study. Option 1 extends to the west of Downtown Orlando and Option 2 extends south along Garland Avenue. Once the alignment leaves Downtown Orlando, it extends west in the median of I–4 and extends directly to Universal Studios, or extends directly south on Kirkman Road, over Sand Lake Road along the planned Kirkman Road extension, west to the proposed Canadian Court Intermodal Center.

Possible additional extensions along International Drive, to Sea World, and to Orlando International Airport will be considered.

Transportation improvements within the North/South corridor are needed to accommodate excess travel demand resulting from current and projected growth in population and employment. This light rail transit alignment provides the opportunity to connect the following proposed intermodal stations: the Altamonte Springs Intermodal Center, the Maitland Intermodal Center, the Regional Intermodal Center (RIC) in Downtown Orlando, the Belz Intermodal Center, and the Canadian Court Intermodal Center, at a minimum.

III. Alternatives

The alternatives proposed for evaluation include:

(1) A baseline alternative consisting of measures to implement more efficient management of the current transit infrastructure, with an emphasis on operating improvements, in addition to those projects listed in the Long Range Cost Feasible Plan and/or the Transportation Improvement Plan, and

(2) The locally preferred light rail transit alignment (including line, station locations and support facilities).

IV. Probable Effects

FTA, LYNX, METROPLAN ORLANDO and FDOT will evaluate the project's potential for significant adverse impacts during both construction and operation, and to identify feasible mitigation measures for those impacts. The specific analyses to be included are land use, neighborhood character, and social conditions, economic conditions and displacement, visual and aesthetic considerations, historic resources, archaeological resources, transit (ridership, operations and maintenance), traffic, parking, air quality, noise and vibration, energy, hazardous materials, water quality, natural resources (vegetation and wildlife), construction and construction impacts, cumulative impacts, and environmental justice (disproportionate adverse impacts on minority and low-income populations). Additional potential effects will be solicited during

scoping activities and considered for inclusion in the SDEIS.

Issued on: June 20, 2002.

Jerry Franklin,

Regional Administrator.

[FR Doc. 02-16131 Filed 6-25-02; 8:45 am]

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DEPARTMENT OF THE TREASURY

Fiscal Service

Surety Companies Acceptable on Federal Bonds: Termination—Republic Western Insurance Company

AGENCY: Financial Management Service, Fiscal Service, Department of the Treasury.

ACTION: Notice.

SUMMARY: This is Supplement No. 26 to the Treasury Department Circular 570; 2001 Revision, published July 2, 2001 at 66 FR 35024.

FOR FURTHER INFORMATION CONTACT: Surety Bond Branch at (202) 874-6507.

SUPPLEMENTARY INFORMATION: Notice is hereby given that the Certificate of Authority issued by the Treasury to the above named Company, under the United States Code, Title 31, Sections 9304-9808, to qualify as an acceptable surety on Federal bonds is terminated effective today.

The Company was last listed as an acceptable surety on Federal bonds at 66 FR 35052, July 2, 2001.

With respect to any bonds, including continuous bonds, currently in force with above listed Company, bond-approving officers should secure new bonds with acceptable sureties in those instances where a significant amount of liability remains outstanding. In addition, in no event, should bonds that are continuous in nature be renewed.

The Circular may be viewed and downloaded through the Internet at <http://www.fms.treas.gov/c570/index.html>. A hard copy may be purchased from the Government Printing Office (GPO), Subscription Service, Washington, DC, telephone (202) 512-1800. When ordering the Circular from GPO, use the following stock number: 769-004-04067-1.

Questions concerning this notice may be directed to the U.S. Department of the Treasury, Financial Management Service, Financial Accounting and Services Division, Surety Bond Branch, 3700 East-West Highway, Room 6F07, Hyattsville, MD 20782.

Dated: June 17, 2002.

Judith R. Tillman,

Assistant Commissioner, Financial Operations, Financial Management Service.

[FR Doc. 02-16039 Filed 6-25-02; 8:45 am]

BILLING CODE 4810-35-M