

- Purchase Snow Removal Equipment (for both Buffalo Niagara International and Niagara Falls International).
- Purchase Passenger Movement Shuttle Buses.
- Procurement of Security Vehicles.
- Upgrade Security Badging System.
- PFC Planning and Program Administration.
- Series 1999 Debt Service—East Concourse Terminal Extension, and Apron Expansion, and East Access Improvement.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators (ATCO) filing FAA Form 1800–31.

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: 1 Aviation Plaza, Airports Division, AEA–610, Jamaica, New York, 114.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Niagara Frontier Transportation Authority.

Issued in Jamaica, New York on October, 2002.

Eleanor Schifflin,

PFC Program Manager, Eastern Region.

[FR Doc. 02–28374 Filed 11–06–02; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; City of Kokomo, Howard County, Tipton County, IN

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 will be prepared for highway improvements on U.S. Route 31 corridor in the City of Kokomo, Howard County, and Tipton County, Indiana.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Dirks, Environmental Engineer, Federal Highway Administration, Room 254, Federal Office Building, 575 North Pennsylvania Street, Indianapolis, Indiana 46204, telephone (317) 226–7492, or email robert.dirks@fhwa.dot.gov; or Mr. James Juricic, Manager of the Environmental Assessment Section, Indiana Department of Transportation, Room N848, 100 N. Senate Avenue,

Indianapolis, Indiana 46204, telephone (317) 232–5305, or email jjuricic@indot.state.in.us. Please refer to Project Designation Number 0200094 in any correspondence.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Indiana Department of Transportation (INDOT), will prepare an Environmental Impact Statement (EIS) to identify and evaluate alternatives for improvements to the U.S. Route 31 corridor in the City of Kokomo, Howard County, and the northern end of Tipton County, Indiana. The project's logical termini, or the rational end points for the sufficient review of environmental impacts, are located approximately two miles south of State Road 26 at the southern end of the project and one mile north of U.S. Route 35 at the northern end of the project, a distance of approximately 12 miles. The proposed project is part of the state's effort to provide a Statewide Mobility Corridor between I–465 North Leg in Indianapolis and US 20 in South Bend. Preparation of the EIS follows the completion of the U.S. Route 31 Howard County Major Investment Study (MIS) in May of 1995.

Early Coordination Letters will be distributed with initial project information to the appropriate federal, state, and local agencies. Section 106 Consulting Parties will also be identified and contacted for participation in the project. Following early coordination, the project's purpose and need will be determined and documented based on existing and future traffic congestion, safety, and local and statewide planning.

The range of alternatives under consideration include the no-action alternative; alternatives that use other transportation modes; alternatives that maximize the efficiency of the present transportation system; alternatives that reduce highway capacity needs by reducing travel demand; and different build alternatives that would increase the capacity of U.S. Route 31, including adding lanes to the existing U.S. Route 31 facility; upgrading U.S. Route 31 to a fully access-controlled, multilane highway; and possible relocations of the existing U.S. Route 31 facility. A preliminary alternatives' screening process will be conducted to determine which alternatives will be carried forward for more detailed analysis in the Draft EIS.

The public involvement program for the project will consist of the establishment of a project web site; distribution of three project newsletters; two public meetings; three citizen advisory group meetings, and one

public hearing following the distribution of the Draft EIS.

Three interagency review meetings will be held at project milestones in order to provide project information to the appropriate Federal, State, and local agencies and to obtain their input and comments. Meetings and coordination with the Section 106 Consulting Parties will be conducted.

To ensure that the full range of issues related to this proposed action is 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: November 1, 2002.

Robert Dirks,

Environmental Engineer, FHWA, Indianapolis, Indiana.

[FR Doc. 02–28406 Filed 11–7–02; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–2002–13746]

Application of Foreign Underwriters To Write Marine Hull Insurance

The Maritime Administration (MARAD) has received an application under 46 CFR Part 249 from AXIS Specialty Ltd. of Bermuda, to write marine hull insurance on Title XI program vessels.

In accordance with 46 CFR 249.7(b), interested persons are hereby afforded an opportunity to bring to MARAD's attention any discriminatory laws or practices relating to the placement of marine hull insurance which may exist in the applicant's country of domicile.

Comments regarding this information collection should refer to the docket number which appears at the top of this document. Written comments may be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL–401, 400 Seventh Street, SW., Washington, DC 20590. Comments may also be submitted by electronic means via the internet at <http://dmses.dot.gov/submit>. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m., EST

Monday through Friday, except federal holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

Dated: November 5, 2002.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 02-28487 Filed 11-7-02; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-156 (Sub-No. 22X)]

Delaware & Hudson Railway Company d/b/a Canadian Pacific Railway—Discontinuance of Trackage Rights Exemption—in Niagara County, NY

Delaware & Hudson Railway Company d/b/a Canadian Pacific Railway (D&H) has filed a notice of exemption under 49 CFR 1152 subpart F—*Exempt Abandonments and Discontinuances of Service and Trackage Rights* to discontinue trackage rights over a 0.15-mile portion of trackage owned by Canada Southern Railway Company (CSR) from a point on the international railway bridge at Niagara Falls, milepost 0.15, to a point where the trackage joins the CSX Transportation, Inc. trackage, milepost 0.0, in Niagara County, NY.¹ The line traverses United States Postal Service Zip Code 14305.

D&H has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) any overhead traffic can be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the discontinuance shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this

condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on December 10, 2002, unless stayed pending reconsideration. Petitions to stay and formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² must be filed by November 18, 2002. Petitions to reopen³ must be filed by November 29, 2002, with: Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to D&H representative: Diane P. Gerth, Leonard, Street and Deinard Professional Association, 150 South Fifth Street, Suite 2300, Minneapolis, MN 55402.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

Board decisions and notices are available on our Web site at WWW.STB.DOT.GOV.

Decided: October 29, 2002.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 02-28070 Filed 11-7-02; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-550 (Sub-No. 2X)]

R.J. Corman Railroad Company/ Allentown Lines, Inc.—Abandonment Exemption—in Erie County, NY

R.J. Corman Railroad Company/ Allentown Lines, Inc. (RJCN) has filed a notice of exemption under 49 CFR 1152

² Each OFA must be accompanied by the filing fee, which currently is set at \$1,100. See 49 CFR 1002.2(f)(25).

³ Because this is a discontinuance proceeding, trail use/rail banking and public use conditions are not appropriate. This proceeding is exempt from environmental and historic reporting requirements. D&H only intends to discontinue service over the line. Because D&H's discontinuance of trackage rights will merely result in the cessation of service over the line, and has not sought abandonment authority, this proceeding is exempt from the reporting requirements listed above and no environmental documentation will be prepared. See 49 CFR 1105.6(c)(6) and 1105.8(a) and (b). Because CSR is seeking abandonment authority with respect to this line in STB Docket No. AB-584 (Sub-No. 1X), See *supra* note 1, environmental issues related to abandonment will be addressed in this proceeding.

subpart F—*Exempt Abandonments* to abandon: (1) The Walden Running Track between approximately milepost 413.90 and approximately milepost 418.50; and (2) the JD Industrial Track between approximately milepost 0.00 and approximately milepost 0.60, a total distance of approximately 5.20 miles in Erie County, NY.¹ The line traverses United States Postal Service Zip Codes 14086, 14031, 14225, 14227, and 14206.

RJCN has certified that: (1) No local traffic has moved over the line for the past 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on December 11, 2002 unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,² formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),³ and trail use/rail banking requests under 49 CFR 1152.29 must be filed by November 18,

¹ RJCN notes that it acquired the subject line from Consolidated Rail Corporation pursuant to an offer of financial assistance in *Consolidated Rail Corporation—Abandonment Exemption—in Erie County, NY*, STB Docket No. AB-167 (Sub-No. 1164X) (Served Sept. 30, 1996).

² The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

³ Each OFA must be accompanied by the filing fee, which currently is set at \$1,100. See 49 CFR 1002.2(f)(25).

¹ D&H notes that the 0.15-mile trackage rights sought to be discontinued are overhead rights over trackage owned by CSR, for which CSR is seeking abandonment authority in *Canada Southern Railway Company—Abandonment Exemption—in Niagara County, NY*, STB Docket No. AB-584 (Sub-No. 1X) (STB served Oct. 22, 2002).