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Carmen Suro-Bredie,
Chairman, Trade Policy Staff Committee.
[FR Doc. 02-4838 Filed 2-27-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary; Notice of Order Soliciting Community Proposals

AGENCY: Department of Transportation.

ACTION: Notice of Order Soliciting Community Proposals (Order 2002-2-11), Docket OST-2002-11590.

SUMMARY: The Department of Transportation is instituting a new small community air service development program by soliciting an initial round of proposals from interested communities and consortiums of communities.

DATES: Proposals should be submitted no later than 60 days after the service date of Order 2002-2-11, April 22, 2002.

ADDRESSES: Interested parties should submit an original and five copies of their proposals, bearing the title "Proposal under the Small Community Air Service Development Pilot Program, Docket OST-2002-11590" as well as the name of the community or consortium of communities, and the legal sponsor, to the Docket Operations and Media Management Division, SVC-124, Room PL-401, Department of Transportation, 400 7th Street, SW, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Matthew C. Harris, Special Assistant to the Assistant Secretary for Aviation and International Affairs, Department of Transportation, 400 7th Street, SW, Washington, DC 20590 (202) 366-8822.

Dated: February 22, 2002.

Read C. Van de Water,
Assistant Secretary for Aviation and International Affairs.

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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 favor of relief.

Lake Shore Railway Association

[Docket Number FRA-2002-11530]

The Lake Shore Railway Association (LSRX) seeks a waiver of compliance for locomotive number 13031, from the requirements of the *Safety Glazing Standards*, 49 CFR part 223, which requires certified glazing in all locomotive windows except those locomotives used in yard service and from the requirements of the *Railroad Safety Appliance Standards*, 49 CFR 231.30, which requires all locomotives used in switching service be equipped with four corner stairway openings and each stairway opening must be equipped with two vertical handholds. The waiver request is for a mid-cab locomotive built by General Electric in 1941-1942.

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-2002-11530) 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 a.m.-5 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 February 25, 2002.

Grady C. Cothen, Jr.,
Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 02-4767 Filed 2-27-02; 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 favor of relief.

Northeast Illinois Railroad Corporation

[Docket Number FRA-2002-11502]

The Northeast Illinois Railroad Corporation, doing business as Metra, has petitioned for a permanent waiver of compliance from the requirements of the *Fire Safety* standard, 49 CFR 238.103, which requires materials used on the passenger car meet the test performance criteria for flammability and smoke emission characteristics as specified in appendix B to this section. Metra stated that each of its current fleet of 781 bi-level gallery cars and 165 EMU cars has an emergency tool/first aid pocket that are located on both the "A" and "B" ends of the vehicle. The pockets are covered with acrylic for two reasons, *i.e.*, it affords rapid accessibility in case of an emergency as minimal blow is required to break the cover; and its transparency allows railroad to inspect the contents such as the fire extinguisher charge. Metra stated that the entire surface area of the acrylic is 160 square inches and the acrylic material does not meet the above-mentioned flammability and smoke emission standards. Metra also stated that it tried to consider an alternative material—Lexan, and found it unacceptable due to the reduced accessibility and cutting hazards when it is broken. Metra is in the process of ordering 300 new gallery and EMU cars.

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-2002-11502) 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 a.m.-5 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 February 25, 2002.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Federal Highway Administration

Supplemental Environmental Impact Statement for the South Corridor Segment of the South/North Transit Corridor Project in the Portland, Oregon Metropolitan Area

AGENCY: Federal Transit Administration, DOT and Federal Highway Administration, DOT.

ACTION: Notice of intent to prepare a supplemental environmental impact statement.

SUMMARY: The Federal Transit Administration, the Federal Highway Administration, Metro and Tri-Met intend to prepare a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act (NEPA) for transit improvements in the southern segment of the South/North Transit Corridor (referred to as the South Corridor Project) of the Portland Oregon metropolitan region. Conditions have changed since the South/North DEIS was published. The Corridor has been divided into minimum operable segments. The North Corridor Interstate MAX FEIS was published and the project is under construction. The South Corridor Transportation Alternatives Study was performed to re-examine transportation options in the South Corridor.

The purpose of this new Notice of Intent is to re-notify interested parties of the intent to prepare a SEIS and invite participation in the study. Over time, traffic congestion in the South Corridor has degraded transit reliability and increased transit travel time. The project proposes to implement a major high capacity transit improvement in the South Corridor segment of the South/North Corridor, that maintains livability in the metropolitan region, supports land use goals, optimizes the transportation system, is environmentally sensitive, reflects community values and is fiscally responsive. Six transit alternatives (described below) will be evaluated in the SDEIS.

MEETING DATES: *Agency Coordination*

Meeting: An agency coordination meeting will be held at 10 a.m. on Wednesday, March 13, 2002, at the Metro Regional Center, 600 NE Grand Avenue, Portland Oregon.

Public Information Meeting: A public information meeting will be held from 4 to 7 p.m. on Wednesday, March 20, 2002 at the Metro Regional Center, 600 NE Grand Avenue, Portland Oregon. The Metro Regional Center is accessible to persons with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, should contact Kirstin Hull at (503) 797-1864, at least 48-hours in advance of the meeting in order for Metro to make necessary arrangements.

FOR FURTHER INFORMATION CONTACT:

Agency Coordination contact Sharon Kelly, Metro EIS Manager at (503) 797-1753 or (e-mail) KellyS@Metro.dst.or.us. Public Information contact Kristin Hull, Metro Public Involvement Coordinator at (503) 797-1864 or (e-mail) Hull@Metro.dst.or.us. Written Comments should be sent to Sharon Kelly, South Corridor Project, Metro, 600 NE Grand Avenue, Portland OR 97232. Additional information on the South Corridor Project can also be found on the Metro Web site at: www.metro-region.org.

SUPPLEMENTARY INFORMATION:

1. Notice of Intent

This new Notice of Intent to prepare a Supplemental EIS is being published at this time to re-notice interested parties due to the changes that have occurred since the initial Notice of Intent (October 1993), publication of the South/North DEIS (February 1998), and publication of the North Corridor Interstate MAX Light Rail Project FEIS (October 1999). The South Corridor Project is re-examining high capacity

transit alternatives in the southern segment of the South/North Corridor. Also, the Federal Highway Administration (FHWA) is joining the Federal Transit Administration (FTA) as a Federal Co-Lead. Because the study is primarily a transit alternatives study, FTA regulations and guidance will be used for the analysis and preparation of the South Corridor Project SEIS.

II. Study Area

The South Corridor generally encompasses the southeast quadrant of the Portland, Oregon metropolitan area, including downtown Portland, Southeast Portland neighborhoods, the City of Milwaukie, the City of Gladstone, the City of Oregon City and urban unincorporated Clackamas County (east of the Willamette River).

III. Alternatives

Six alternatives will be evaluated in the SDEIS. The *No-Build Alternative* will provide the basis for comparison of the build alternatives. The No-Build Alternative includes the existing transportation system plus multi-modal transportation improvements that would be constructed under the Regional Transportation Plan Financially Constrained Transportation Network. The *Bus Rapid Transit (BRT) Alternative* provides low cost capital and operating improvements to the existing bus transit system. The BRT Alternative includes bus priority treatments on existing streets, intelligent transportation system (ITS) treatments, simplified fare payment methods, fewer stops and other amenities that would enhance bus service. The *Busway Alternative* includes elements of a separated busway in combination with BRT elements connecting the Transit Mall in downtown Portland with downtown Milwaukie and the Clackamas Town Center area. The *Milwaukie Light Rail Alternative* includes 6.3 miles of new light rail transit connecting to the existing light rail system in downtown Portland and extending to downtown Milwaukie. Some BRT improvements would also be included in this alternative. The *I-205 Light Rail Alternative* includes 6.5 miles of new light rail transit connecting to the existing light rail system at Gateway and extending south along I-205 to the Clackamas Town Center area. Some BRT improvements would also be included in this alternative. The *Combined Light Rail Alternative* includes both Milwaukie Light Rail and I-205 Light Rail along with some BRT components.