

public transit service in this severely congested corridor by providing increased transit capacity and faster, convenient access throughout the San Francisco Bay Area Region, including southern Alameda County, central Contra Costa County, Tri-valley, San Joaquin Valley, and Silicon Valley; (2) enhance regional connectivity through expanded, interconnected rapid transit services between BART in Alameda County and light rail and commuter rail in Silicon Valley; (3) accommodate future travel demand in the corridor by expanding modal options; (4) alleviate severe and ever-increasing traffic congestion on the I-880 and I-680 freeways between Alameda County and Silicon Valley; (5) improve regional air quality by reducing auto emissions; (6) improve mobility options to employment, education, medical, retail, and entertainment centers for corridor residents, in particular low income, youth, elderly, disabled, and ethnic minority populations; and (7) support local economic and land use plans and goals. In general, the project would provide improved transit service to address an anticipated 52 percent growth in corridor travel over the next 20 years. The proposed BART extension would better connect corridor workers and residents with such rail transit systems as VTA light rail, Caltrain, Altamont Commuter Express (ACE), Capitol Corridor Intercity Rail Service, and Amtrak and would enhance direct public transit access to other regional activity centers.

III. Alternatives

The Silicon Valley Rapid Transit Corridor Project is examining several alternatives to be carried forward into the environmental review process. The No-Action Alternative will consist of the existing conditions, in accordance with both NEPA and CEQA requirements. The future "New Starts" Baseline Alternative includes programmed transportation improvements in the corridor and expanded express bus service. The Build or BART Extension Alternative includes an extension of the BART system from the proposed Warm Springs Station, south along the UPRR right-of-way to east San Jose, tunneling through downtown San Jose to the Diridon multi-modal Station, and north to a terminal station in Santa Clara near the Caltrain Station. Along the alignment, seven conceptual station locations have been proposed: (1) Montague/Capital, (2) Berryessa, (3) Alum Rock, (4) Civic Plaza/San Jose State University, (5) Market Street, (6) Diridon/Arena, and (7) Santa Clara. An

optional North Calaveras station is also proposed in Milpitas. More precise station locations and alignment options will be developed during preparation of the Draft EIS/EIR. The EIS/EIR will also address any additional alternatives that are identified during the scoping process.

IV. Probable Effects

The purpose of the EIS/EIR is to fully disclose the environmental consequences of building and operating the BART Extension in advance of any decisions to commit substantial financial or other resources towards its implementation. The EIS/EIR will explore the extent to which project alternatives and design options result in environmental impacts and will discuss actions to reduce or eliminate such impacts. Environmental issues to be examined in the EIS/EIR include: changes in the physical environment (natural resources, air quality, noise/vibration, water quality, floodplains, geology/seismicity, visual/aesthetics, hazardous materials, energy, utilities, and electromagnetic fields/interference); changes in the social environment (land use, business, community facilities, and neighborhood disruptions); changes in traffic and pedestrian circulation; changes in transit service and patronage; associated changes in traffic congestion; and impacts on parklands and historic and cultural resources. Impacts will be identified for both the construction period and the long-term operation of the alternatives. The proposed evaluation criteria include transportation, environmental, social, economic, and financial measures, as required by current federal (NEPA) and state (CEQA) environmental laws and current Council on Environmental Quality and FTA guidelines. 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 interests parties. Comments or questions concerning this proposed action and the EIS/EIR should be directed to VTA, as noted above.

V. FTA Procedures

The Draft EIS/EIR for the proposed BART extension will be prepared simultaneously with conceptual design for station and alignment options. The Draft EIS/EIR/conceptual design process will address the potential use of federal funds for the proposed project, as well as assess the social, economic, and environmental impacts of station and alignment design options. Station design and alignment options will be refined to minimize and mitigate any

adverse impacts identified. After publication, the Draft EIS/EIR will be available for public and agency review and comment, and a public hearing will be held. Based on the Draft EIS/EIR and comments received, VTA will select a preferred alternative for further assessments in the Final EIS/EIR.

Issued on January 31, 2002.

Leslie T. Rogers,

Region IX Administrator.

[FR Doc. 02-2828 Filed 2-5-02; 8:45 am]

BILLING CODE 4910-57-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number: MARAD-2002-11453]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel BLUE LAGOON.

SUMMARY: As authorized by Public Law 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

DATES: Submit comments on or before March 8, 2002.

ADDRESSES: Comments should refer to docket number MARAD-2002-11453. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through

Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2307.

SUPPLEMENTARY INFORMATION: Title V of Public Law 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD'S regulations at 46 CFR part 388.

Vessel Proposed for Waiver of the U.S.-Build Requirement

(1) Name of vessel and owner for which waiver is requested. Name of vessel: BLUE LAGOON. Owner: Joseph Vincer.

(2) Size, capacity and tonnage of vessel. According to the applicant: "47 feet in length, 24 feet 7 inches in beam, 3 feet 7 inches draft" "19 tons gross, 15 tons net"

(3) Intended use for vessel, including geographic region of intended operation and trade. According to the applicant:

Vessel would be used for 6 to 12 passengers for evening sunset sailing cruises, and sailing cruises of Sarasota Bay, FL and mouth of Tampa Bay, FL. On occasion I might like to take people on overnight sails to Naples, FL and the Upper Keys, departing from Sarasota and returning to Sarasota.

(4) Date and Place of construction and (if applicable) rebuilding. Date of construction: 1989. Place of construction: Marseilles, France. Major refit at Bob & Annes Boatyard, Pine Island FL, 1996 in excess of \$100,000.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: "Approval of this waiver

will have minimal impact on other commercial passenger vessel operators' As there [is] no other sailboat operator engaged in the day sail business in my area, there would be no competition to other operators."

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant:

Blue Lagoon was rescued from abandonment and ill-care by myself and have had extensive work done on her in US boatyards, and by my own labor in the US to bring her back to her "full glory". I have spent well over \$100,000 doing so, helping the us marine industry. She continues to have work done in the US, and nowhere else * * * therefore, there is no competition to US boat builders, but may actually help local boat builders as some people who would take a ride upon BLUE LAGOON may decide to buy a catamaran of US origin.

Dated: January 31, 2002.

By Order of the Maritime Administrator.

Murray A. Bloom,

Acting Secretary, Maritime Administration.
[FR Doc. 02-2796 Filed 2-5-02; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number: MARAD-2002-11454]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel CINNABAR.

SUMMARY: As authorized by Public Law 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD'S regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

DATES: Submit comments on or before March 8, 2002.

ADDRESSES: Comments should refer to docket number MARAD-2002-11453. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2307.

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Vessel Proposed for Waiver of the U.S.-Build Requirement

(1) Name of vessel and owner for which waiver is requested. Name of vessel: CINNABAR. Owner: Bruce F. Benike, Kimberly D. Benike.

(2) Size, capacity and tonnage of vessel. According to the applicant: "22 net tons, 38.6 Ft."

(3) Intended use for vessel, including geographic region of intended operation and trade. According to the applicant: "Sportfishing Charters in San Francisco Bay and Calif. Oceans."

(4) Date and Place of construction and (if applicable) rebuilding. Date of construction: 1978. Place of construction: Kaohsiung Taiwan R.O.C.