

station is the eastern terminus of the "Phase I area", in which LRT service was implemented from Los Angeles, through South Pasadena, to Pasadena. A further extension to the City of Montclair was subsequently added to the scope of the EIS/EIR.

The EIS/EIR will evaluate a No-Action alternative, a Transportation System Management/Transportation Demand Management (TSM/TDM) alternative, the LRT LPA to Montclair, and a shorter LRT alternative from the existing Sierra Madre Villa station to the City of Irwindale. Alternative locations for a LRT maintenance and storage facility will also be evaluated. The LRT alternatives would use the former BNSF railroad right-of-way now owned by the Gold Line Construction Authority and the San Bernardino Associated Governments (SANBAG). There are still a few freight movements that occur on the railroad line. The EIS/EIR will examine operating scenarios to determine whether time-separated joint-use can occur or whether freight operations must be supplanted. The No-Action Alternative is the continuation of existing bus service policies in the study area. Under the No-Action Alternative, increases in service would track with increases in demand due to population or employment growth in the area, in accordance with current transit service policies. The TSM/TDM Alternative consists of low-cost mobility improvements that attempt to serve the project purpose and need without building a transit guideway. The TSM/TDM alternative will be developed by the Gold Line Construction Authority in consultation with FTA to serve as the New Starts baseline for comparing the LPA to other projects nationwide competing for New Starts funding. Any additional alternatives that emerge during the scoping of the EIS/EIR, especially alternatives that reduce costs or impacts while providing comparable transportation benefit, will also be considered.

III. Probable Effects

The Planning Alternatives Analysis included a screening process to identify potential environmental impacts. This screening indicated the areas of probable effects of the project would be air quality, cultural resources, land use, noise and vibration, and traffic. Most impacts appear likely to occur in the vicinity of proposed stations and at the maintenance yard sites. Noise impacts, however, are possible along the entire corridor because of numerous at-grade crossings that would require the sounding of warning horns and the actuation of grade-crossing warning

devices as LRT vehicles move through the intersection. The full range of environmental topics will be evaluated in the EIS/EIR. The EIS/EIR will also evaluate whether the proposed LRT extension would generate environmental impacts in the Phase I area (Los Angeles, South Pasadena, and Pasadena).

IV. FTA Procedures

In accordance with FTA policy, all federal laws, regulations and executive orders affecting project development, including but not limited to the regulations of the Council on Environmental Quality and FTA implementing NEPA (40 CFR parts 1500–1508 and 23 CFR part 771), the conformity requirements of the Clean Air Act, section 404 of the Clean Water Act, Executive Orders 11988, 11990 and 12898 regarding floodplains, wetlands, and environmental justice, respectively, the National Historic Preservation Act, the Endangered Species Act, and section 4(f) of the Department of Transportation Act, will be addressed to the maximum extent practicable during the NEPA process.

The Draft EIS/EIR for the Gold Line Light Rail Extension from the Sierra Madre Villa Station in Pasadena to Montclair will be based on conceptual engineering of the alternatives, including stations, maintenance and storage facilities, and alignment options. Station designs, maintenance and storage facility layouts, and alignment options as well as operational elements, will be refined to minimize and mitigate any adverse impacts.

After its publication, the Draft EIS/EIR will be available for public review and comment, and one or more public hearings will be held. The actions taken in response to the comments on the Draft EIS/EIR will be presented in the Final EIS/EIR, which will be based on preliminary engineering of the LPA and other surviving alternatives.

Issued on: July 2, 2003.

Leslie T. Rogers,

Regional Administrator.

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MARITIME ADMINISTRATION

[Docket Number: MARAD 2003–15559]

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 CHIMERA.

SUMMARY: As authorized by Pub. L. 105–383 and Pub. L. 107–295, 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 brief description of the proposed service, is listed below. The complete application is given in DOT docket 2003–15559 at <http://dms.dot.gov>. 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, in accordance with Pub. L. 105–383 and MARAD's regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003), 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 in that business, a waiver will not be granted. 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.

DATES: Submit comments on or before August 8, 2003.

ADDRESSES: Comments should refer to docket number MARAD–2003 15559. 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: Michael Hokana, U.S. Department of Transportation, Maritime Administration, MAR–830 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202–366–0760.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel CHIMERA is:

Intended Use: "Uninspected power vessel, six passengers or less for hire."