

USTR, 1724 F Street, NW., Washington, DC 20508, telephone (202) 395-3475. Questions concerning the environmental review should be addressed to the Environment and Natural Resources Section, USTR, telephone (202) 395-7320.

SUPPLEMENTARY INFORMATION: At the Fourth WTO Ministerial Meeting in Doha, Qatar, trade ministers representing more than 140 countries launched new multilateral trade negotiations. The agenda calls for a comprehensive 3-year negotiation, covering a variety of areas such as agriculture, services, industrial tariffs, WTO rules (including ways to clarify and improve disciplines on environmentally harmful fish subsidies), reduction in trade barriers to environmental goods and services, and limited aspects of the relationship between the WTO and multilateral environmental agreements. In a separate notice, the TPSC has requested public views on the general U.S. negotiating objectives and country and item-specific priorities for the Doha negotiations, including with respect to environmental objectives. 67 FR 12637 (March 19, 2002). That notice contains more detailed information concerning the scope of the negotiations. The Doha Ministerial Declaration and further information about the negotiations are available on USTR's website at www.ustr.gov or on the WTO's website at www.wto.org.

Executive Order 13141—*Environmental Review of Trade Agreements* (November 1999) and implementing guidelines (December 2000) formalize the U.S. policy of conducting environmental reviews for certain major trade agreements. Reviews are used to identify potentially significant, reasonably foreseeable environmental impacts (both positive and negative), and information from the review can help facilitate consideration of appropriate responses where impacts are identified. The Order requires environmental reviews of certain types of agreements, including comprehensive multilateral trade rounds. See 64 FR 63169. Reviews address potential environmental impacts that may be associated with projected economic changes expected to occur as a result of the proposed agreement, and potential implications for environmental laws and regulations. The focus of the reviews is on impacts on the United States, although global and transboundary impacts may be considered, where appropriate and prudent.

In April 2001, USTR initiated an environmental review of the mandated WTO negotiations on agriculture and services, known as the "built-in agenda" negotiations. 66 FR 20846 (April 25, 2001). The "built-in agenda" review will be consolidated with this review of the Doha negotiations. It is not necessary to repeat comments submitted in response to the April 25, 2001 notice; those comments are being considered and are available for public inspection in the USTR Reading Room (see below). However, supplemental comments on the agriculture and services negotiations are welcome.

The TPSC recognizes that the Doha negotiations are at an early stage. As developments in the negotiations further clarify the scope of potential agreements, the TPSC anticipates that there will be other opportunities for the public to provide additional input as appropriate.

Written Comments

Persons submitting written comments should provide twenty (20) copies no later than July 26, 2002, to Gloria Blue at the above address. Where possible, respondents should also submit comments in electronic form by providing a disk together with the required twenty hard copies. The disk should be labeled and should clearly identify the software used and the respondent.

Written comments submitted in response to this request will be available for public inspection in the USTR Reading Room, in Room 3 of the USTR Annex, 1724 F Street, NW., Washington DC. An appointment to review the file may be made by calling (202) 395-6186. The Reading Room is open to the public from 10-12 a.m. and from 1-4 p.m., Monday through Friday.

Carmen Suro-Bredie,

Chair, Trade Policy Staff Committee.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement: Fulton County and Cobb County, Georgia

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

ACTION: Notice of intent to prepare an Environmental Impact Statement.

SUMMARY: The Federal Transit Administration (FTA) is issuing this

notice to advise agencies and the public that, in accordance with the National Environmental Policy Act, an Alternatives Analysis/Environmental Impact Statement (EIS) is being prepared for a proposed transportation improvement in the Metropolitan Atlanta Region's Northwest Corridor. Located in Fulton and Cobb counties, the proposed Northwest Corridor would extend between an Atlanta connection with the existing MARTA rail line (at Arts Center, Midtown or Bankhead stations) and the Town Center/Kennesaw State University activity center area in Cobb County. The corridor is centered on US 41, I-75 and the W&A (CSX) Railroad. The corridor boundaries are roughly defined by Midtown Atlanta on the south, Powers Ferry Road on the northeast, Georgia 280 (Hamilton E. Holmes Drive/James Jackson Parkway/South Cobb Drive) on the southwest and Town Center on the north. The lead agency will also seek the cooperation of the Federal Highway Administration (FHWA), the U.S. Fish and Wildlife Service (USFWS), the U.S. Army Corps of Engineers (USCOE), the U.S. Environmental Protection Agency (USEPA), and the Federal Railroad Administration (FRA) in conducting this review.

DATES: Comment Due Date: Written comments on the scope of the alternatives and the impacts to be considered should be sent to Sylvia Greer, State & Community Affairs Specialist, at GRTA 404-463-2430; TDD phone number 711 by July 11, 2002.

Scoping Meetings: GRTA will conduct three (3) identical public scoping meetings and an agency scoping meeting. The public scoping meetings will be held on Monday, June 10, 2002 in two locations, as follows: Kennesaw State University Center, Kennesaw, Georgia 11 a.m.; and the Smyrna Community Center, Smyrna, Georgia 7 p.m. and on Tuesday, June 11, 2002 at the Carl E. Sanders YMCA in Buckhead at 6:30 p.m. The agency scoping meeting will be held on June 27, 2002 at 2 p.m. in the GRTA Board Room. The locations of the scoping meetings are accessible to persons with disabilities and open to all members of the community. Any individual with a disability who requires special assistance, such as a sign language interpreter, to participate in the scoping meetings should contact Sylvia Greer, State & Community Affairs Specialist, at GRTA 404-463-2430; TDD phone number 711 by June 9, 2002.

ADDRESSES: To be added to the mailing list or to provide written comments, please contact Sylvia Greer, State & Community Affairs Specialist, at GRTA,

245 Peachtree Center Avenue, NE, Suite 900, Atlanta, Georgia 30329, phone 404-463-2430. The dates and addresses of the scoping meetings are given in the **DATES** section above.

FOR FURTHER INFORMATION CONTACT: Mr. Tony Dittmeier, Transportation Program Specialist, Federal Transit Administration 404-562-3512, or Mr. Crew Heimer, Manager of Passenger Rail, Georgia Regional Transportation Authority (GRTA) 404-463-3054.

SUPPLEMENTARY INFORMATION:

I. Scoping

FTA, in cooperation with GRTA, will prepare an Alternatives Analysis (AA)/ Environmental Impact Statement (EIS) to examine alternative improvement strategies to enhance transit access and mobility, respond to projected growth and increased traffic congestion, and address regional air quality issues. A *Project Advisory Committee*, representing local jurisdictions and key community leaders will provide guidance to GRTA on local decisions. Input received during the EIS scoping meetings will be summarized and provided to the Advisory Committee and the GRTA Board prior to the final selection of a Locally Preferred Alternative, which will include the selection of a preferred mode and alignment.

The following alternatives will be evaluated in the Environmental Impact Statement: a No-Build Alternative, Transportation Systems Management Alternative, and one or more mass transit Build Alternatives.

Scoping activities will include public meetings and an agency scoping meeting during the month of June 2002, and correspondence and discussions with interested persons, organizations, as well as federal, state and local agencies.

The Federal Transit Administration (FTA) and Georgia Regional Transportation Authority (GRTA) invite all interested individuals and organizations, and federal, state, and local agencies to provide comments on the scope of the study. During the scoping process, comments should focus on defining the alternatives to be studied in the EIS, identifying specific social, economic, or environmental issues to be evaluated, and suggesting alternatives that may be less costly or have less environmental impact, while achieving similar transportation objectives. A Scoping Information Booklet will be circulated to all federal, state, and local agencies having jurisdiction in the project and all interested parties currently on the

Northwest Connectivity Study mailing list. The Scoping Information Booklet will be available at the meetings or in advance of the meetings by contacting Sylvia Greer, State & Community Affairs Specialist, at GRTA, as indicated above in **ADDRESSES**.

During Scoping, comments should focus on identifying the range of reasonable alternatives that should be considered and not stating a preference for a particular alternative. Individual preference for an alternative should be communicated during the comment period for the Draft EIS. Scoping comments may be made at the public scoping meetings listed above in the **DATES** section of this notice or in writing within 30-days of this notice to the individual in the **ADDRESSES** section of this notice.

The comments received during the public scoping meeting will be summarized and provided to the Project Advisory Committee, which will make a formal scoping decision on the alternatives to be carried forward in the EIS and the scope of the study in conjunction with selecting a Locally Preferred Alternative.

II. Description of Study Area and Project Needs

The purpose of the project is to identify a transportation solution that provides additional choices for travelers within and through the corridor. The identified transportation solution should decrease the vehicle miles traveled in the region, decrease emissions and, in turn, alleviate Atlanta's severe non-attainment status for air quality. To accomplish this, the proposed project will explore transportation alternatives that reduce the number of vehicle miles traveled; will enhance mobility within and through the corridor; will improve air quality; will increase connectivity between major activity centers; and will provide opportunities for integrating the existing and proposed land uses along the corridor with a transportation investment that maximizes transit and land use benefits within the northwest corridor of Metropolitan Atlanta. The additional travel choices and mode connectivity should provide travel along the study corridor, improved accessibility to jobs and essential activities within the region, and services throughout the corridor for all of the greater Atlanta region's citizens.

The project is to identify alternatives to address an increase in travel demand from projected increases in population and employment growth throughout the Northwest Corridor between the City of Atlanta and Town Center. Roadways in

the corridor are currently congested and are projected to operate with moderate to severe congestion by 2015 (level of service C, D, and F), limited in both capacity and within existing rights-of-way. The number of vehicle miles traveled in the corridor has increased by 42 percent between 1990 and 2000 and contributes to poor air quality. Existing transit service in the corridor is limited and currently focused on serving work-based trips between Cobb County and the region's core.

III. Alternatives

A brief description of the initial alternatives is provided below:

No-Build Alternative. This Alternative consists of highway and transit system existing as of the year 2002, plus projects programmed for construction in the FY 2003-2005 Transportation Improvement Program adopted by the Atlanta Regional Commission, the region's metropolitan planning organization.

Transportation Systems Management Alternative. This Alternative consists of all reasonable cost-effective [low-cost, operationally oriented] transit improvements included in the region's current, constrained long-range transportation plan, the *2025 Regional Transportation Plan*.

Build Alternatives. One or more mass transit Build Alternatives providing service between the existing MARTA Arts Center station and the Town Center activity center will be evaluated. The mass transit Build Alternatives may include express bus, bus rapid transit, light rail transit, heavy rail transit, or commuter rail. Ancillary facilities, such as maintenance garages, rail yards, and parking facilities will be considered, as appropriate, for the mass transit Build Alternatives.

Scoping meetings, stakeholder interviews, and written comments will be sources of additional alternatives for consideration in this study.

IV. Probable Effects/Potential Impacts for Analysis

The purpose of the EIS process is to fully disclose the environmental consequences associated with each of the alternatives being evaluated. FTA and GRTA will assess all social, economic, and environmental impacts of the No-Build, TSM, and Build Alternatives selected for detailed evaluation at the end of the Alternative Analysis phase. Impacts may include the following: land use, zoning, and economic development; secondary development; cumulative impacts; land acquisition, displacements and relocation of existing uses; historic,

archaeological and cultural resources; parklands and recreation areas; visual and aesthetic qualities; neighborhoods and environmental justice; air quality; noise and vibration; contaminated materials; ecosystems; water resources; energy; construction impacts; safety and security; finance; and transportation impacts. The impacts will be evaluated both for the construction period and for the long-term operation of each alternative. Measures to avoid, minimize or mitigate any significant adverse impacts will be identified.

V. FTA Procedures

FTA and GRTA invite comments on the content of the EIS related to the proposed project in order to ensure that the full range of issues and concerns of the public, interested parties, and federal, state, and local agencies are addressed. Comments are invited from all parties and should be directed to the name listed in the **ADDRESSES** section above within the time frame set forth in the **DATES** section above.

In accordance with the federal transportation planning regulations (23 CFR part 450) and the federal environmental impact regulations and related procedures (23 CFR part 771), the DEIS will be prepared to include an evaluation of the social, economic, and environmental impacts of the alternatives. Upon completion, the DEIS will be available for public and agency review and comment. Public hearing(s) will be held on the DEIS within the study area. The DEIS will also constitute the Alternatives Analysis required by the New Starts regulations.

The Final EIS will consider comments received during the DEIS public review process and will identify the preferred alternative.

Issued on: May 9, 2002.

Jerry Franklin,

Regional Administrator, Atlanta, Georgia.

[FR Doc. 02-12124 Filed 5-14-02; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement for the Spokane Regional Light Rail (South Valley Corridor) Project in Spokane, Washington Metropolitan Area

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA), Spokane Transit Authority (STA), and the Spokane Regional Transportation Council (SRTC) intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for transit improvements in Spokane County, between downtown Spokane and Liberty Lake. The EIS will be prepared to satisfy both NEPA and the Washington State Environmental Policy Act (SEPA). This project was originally scoped as an Environmental Assessment (EA), with one build Alternative. Recently, conditions have changed with an additional build alternative being considered. Therefore, it has been determined that an Environmental Impact Statement (EIS) is more suitable for the project.

The purpose of this Notice of Intent is to notify interested parties of the intent to prepare an EIS, the addition of a second build alternative for consideration and to invite participation in the study. The project proposes to implement a major high capacity rail transit improvement in the Spokane Metropolitan area that maintains livability, manages growth and provides a balanced transportation system. The Proposed Action is intended to contribute to implementation of a series of state, regional, and local planning policies that address air quality, sprawl, and growth. Three alternatives (described below) will be evaluated in the EIS.

DATES: The public is welcome to make comments on the scope of the proposed project. Written comments should be sent to the Spokane Transit Authority within 30 days from the date of publication of this notice in the local newspaper or June 18, 2002, whichever is later. A packet on the proposed project, project alternatives and the scoping process may be obtained from the Spokane Transit Authority. The information may also be obtained through a public website for the project, www.spokanelightrail.com. A *Public Open House/Scoping Meeting* will be held on Tuesday June 4, 2002 at 7:00 p.m. PDT, at the Spokane County Valley Library, 12004 East Main Avenue, Spokane, WA 99206. An *Agency Scoping Meeting* will be held at 2:30 p.m. PDT on Tuesday, June 4, 2002, at the Spokane Transit Authority (STA) Board Room, 1230 West Boone Avenue, Spokane, WA 99201. Both meeting locations are accessible to persons with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, should contact Gerylyn

Garberg at (509) 325-6000, ext. 196 or email ggarberg@spokanetransit.com, at least 48-hours in advance of the meeting in order for STA to make necessary arrangements.

FOR FURTHER INFORMATION CONTACT: The Spokane Transit Authority Agency Coordination contact is Greg Northcutt, Project Director at (509) 325-6056 or e-mail gnorthcutt@spokanetransit.com. The STA Public Information contact is Molly Myers, Public Involvement Manager at (509) 325-6090 or e-mail mmyers@spokanetransit.com. The STA TDD number is (509) 456-4327. Written comments should be sent to Greg Northcutt, Project Director, Spokane Transit Authority, 1230 West Boone Ave., Spokane, WA 99201.

The Federal agency contact is F. William Fort, Federal Transit Administration, 915 Second Avenue, Suite 3142 Jackson Federal Building, 915 Second Avenue, and Seattle, WA 98174. Phone (206) 220-4461.

SUPPLEMENTARY INFORMATION:

1. Notice of Intent

This Notice of Intent to prepare an EIS is being published to notify interested parties. The Spokane South Valley Corridor Project is examining two high capacity rail transit build alternatives and a no-build alternative in the south valley portion of the Spokane metropolitan area. Because the study is a transit alternatives study, FTA regulations and guidance will be used for the analysis and preparation of the South Valley Corridor Project EIS.

2. Study Area

The South Valley Corridor includes an area roughly parallel to I-90 running east through downtown Spokane, southeast Spokane, unincorporated urban Spokane County, and into the City of Liberty Lake. The proposed alternatives primarily utilize existing right-of-ways along operational and former railroad corridors and roadways.

3. Alternatives

Three alternatives will be evaluated in the EIS. The No-Build Alternative will provide the basis for comparison of the build alternatives. The No-Build Alternative includes the existing transportation system plus projects listed in the Spokane Metropolitan Area Transportation Improvement Program (TIP). The Separate Rail Alignment Alternative includes a light rail transit line running from downtown Spokane to Liberty Lake on an exclusive alignment. The new Shared Rail Alignment includes a light rail line from downtown Spokane to Liberty Lake