

transportation network plus all ongoing, programmed, and committed projects, such as the Secaucus Transfer Station and the Hudson-Bergen Light Rail Transit (HBLRT) system; (2) the Monmouth Junction Commuter Rail Alternative, which would use an existing 40.1-mile rail corridor that runs from Monmouth Junction to Lakehurst, through Middlesex, Monmouth, and Ocean Counties. It is comprised of three distinct railroad segments: the Jamesburg Branch, the Freehold Secondary, and the Southern Secondary (Southern Branch). Trains on the Monmouth Junction Commuter Rail Line would also operate on the Northeast Corridor between Monmouth Junction and Newark. The system would provide diesel commuter service to communities in all three counties. The line would begin at Monmouth Junction (South Brunswick) and would continue southeast through Jamesburg, Englishtown, Manalapan; Freehold Borough, Freehold Township, Howell, and Farmingdale. It would proceed southward from Farmingdale to Lakehurst passing through Howell, Lakewood, Jackson, Dover, and Manchester; (3) the Red Bank Commuter Rail Alternative uses the 27.65-mile long Southern Secondary, which runs continuously from Red Bank to Lakehurst. The line would be accessed from a direct connection with NJ TRANSIT's North Jersey Coast Line (NJCL) in Red Bank. The railroad is owned by the NJ TRANSIT and is operated as a freight railroad by Conrail Shared Assets Corporation. This commuter rail alternative would establish diesel commuter rail service from Red Bank junction through Shrewsbury, Eatontown, Tinton Falls, Howell, Farmingdale, Lakewood, Jackson, Dover, Manchester, and Lakehurst; and (4) the Matawan Commuter Rail Alternative would use an approximately 35.8-mile rail corridor that runs from Matawan to Lakehurst. This alternative is comprised of three distinct railroad segments: the Freehold Branch (currently abandoned), the Freehold Secondary, and the Southern Secondary (Southern Branch). This alternative would provide diesel commuter rail service to communities in Monmouth and Ocean Counties. The line would begin at Matawan, where the Freehold Branch would connect to the North Jersey Coast Line (NJCL). It would proceed south from Matawan, Marlboro, Manalapan, Freehold Borough, and Freehold Township. It would then continue to proceed southward from Farmingdale to Lakehurst, passing through Howell, Lakewood, Jackson,

Dover, Manchester, and South Lakewood. Trains would operate on the North Jersey Coast Line (NJCL) between Matawana and Rahway and on the Northeast Corridor (NEC) from Rahway to Newark. Each of the commuter rail alternatives will involve improvements to existing tracks and construction of new transportation infrastructure, such as tracks, station structures, and yards.

IV. Probable Effects

The FTA and NJ TRANSIT will evaluate all potential changes to the social, economic, and physical environment, including land acquisition and displacements; land use, zoning and economic development; parklands; community disruption; aesthetics; historic and archaeological resources; traffic and parking; air quality; noise and vibration; water quality; wetlands; ecologically sensitive areas; endangered species; energy requirements and potential for conservation; hazardous waste; environmental justice; safety and security; and cumulative impacts. Key areas of environmental concern would be in the areas of potential new construction (e.g. structures, new stations, new track, etc.) The impacts will be evaluated both for the construction period and for the long-term period of operation of each alternative. Measures to mitigate any significant adverse impacts will be identified.

V. FTA Procedures

The DEIS is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, and implemented by the Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500–1508), the FTA/Federal Highway Administration's Environmental Impact regulations (23 CFR Part 771), and the FTA/FHWA Statewide Planning/Metropolitan Planning regulations (23 CFR Part 450). This study will also comply with the requirements of the National Historic Preservation Act of 1966, as amended, Section 4(f) of the 1966 U.S. Department of Transportation Act, the 1990 Clean Air Act Amendments, the Executive Order 12898 on Environmental Justice, and other applicable rules, regulations, and guidance documents. A Draft Major Investment Study has been prepared for this project (1996). The DEIS will reference the results of that study, as well as the various supplemental studies conducted subsequent to the Draft (MIS), including an evaluation of the potential 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 within the study area. On the basis of the DEIS and the public and agency comments received, a locally preferred alternative will be selected, to be further detailed in the FEIS.

Dated: October 9, 2002.

Letitia Thompson,

Regional Administrator, TRO-II, Federal Transit Administrator.

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

Secretarial Extension of Authority: Marine War Risk Insurance Under Title XII of the Merchant Marine Act, 1936

On December 12, 2001, President George W. Bush approved the provision of vessel war risk insurance by memorandum to the Secretary of State and the Secretary of Transportation. The approval was for the provision by the Secretary of Transportation of insurance or reinsurance of vessels (including cargoes and crews) entering the Middle East region against loss or damage by war risks in the manner and to the extent approved in Title XII of the Act, 46 U.S.C. App. 128, 1281, *et seq.*

The President delegated to the Secretary of Transportation the authority vested in him by section 1202 of the Act to approve the provision of insurance or reinsurance after the expiration of six months and to bring this approval to the attention of all operators and to arrange for its publication in the **Federal Register**.

On August 23, 2002, the Secretary of Transportation approved the extension of the authority to provide such insurance for another six-month period, beginning June 13, 2002.

FOR FURTHER INFORMATION CONTACT: Joe Strassburg, Chief, Division of Marine Insurance, Maritime Administration, 400 Seventh St., SW., Washington, DC 20590, Phone Number (202) 366–4156.

By Order of the Maritime Administration.

Dated: October 9, 2002.

Joe C. Richard,

Secretary, Maritime Administration.

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