

and Whiteside Counties in the State of Illinois; Houston and Fillmore counties in the State of Minnesota; Crawford, Grant and Vernon counties in the State of Wisconsin.

The interest rates are:

	Percent
For Physical Damage:	
Homeowners With Credit Available Elsewhere .....	6.750
Homeowners Without Credit Available Elsewhere .....	3.375
Businesses With Credit Available Elsewhere .....	7.000
Businesses and Non-Profit Organizations Without Credit Available Elsewhere .....	3.500
Others (Including Non-Profit Organizations) With Credit Available Elsewhere .....	6.375
For Economic Injury:	
Businesses and Small Agricultural Cooperatives Without Credit Available Elsewhere .....	3.500

The number assigned to this disaster for physical damage is 342511. For economic injury the number is 9Q2700 for Iowa; 9Q2800 for Illinois; 9Q2900 for Minnesota; and 9Q3000 for Wisconsin.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: June 19, 2002.

**Herbert L. Mitchell,**

*Associate Administrator for Disaster Assistance.*

[FR Doc. 02-16055 Filed 6-25-02; 8:45 am]

**BILLING CODE 8025-01-P**

**SMALL BUSINESS ADMINISTRATION**

**[Declaration of Disaster #3409]**

**Commonwealth of Virginia, (Amendment # 2); Disaster Loan Areas**

In accordance with a notice received from the Federal Emergency Management Agency, dated June 17, 2002, the above numbered declaration is hereby amended to include Halifax, Pittsylvania, Prince George, Scott and Wise Counties and the Independent City of Emporia in the Commonwealth of Virginia as disaster areas due to damages caused by severe storms, tornadoes and flooding occurring on April 28, 2002 through May 3, 2002.

In addition, applications for economic injury loans from small businesses located in the following contiguous counties may be filed until the specified date at the previously designated location: Charles City, Chesterfield, Henry, Lee, Mecklenburg, Surry and Washington Counties in Virginia; Harlan and Letcher Counties in

Kentucky; Caswell, Granville, Person and Rockingham County in North Carolina; and Hancock, Hawkins and Sullivan Counties in Tennessee.

The economic injury number assigned to Tennessee is 9Q1800.

All other information remains the same, *i.e.*, the deadline for filing applications for physical damage is July 4, 2002, and for economic injury the deadline is February 5, 2003.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: June 19, 2002.

**Herbert L. Mitchell,**

*Associate Administrator for Disaster Assistance.*

[FR Doc. 02-16053 Filed 6-25-02; 8:45 am]

**BILLING CODE 8025-01-P**

**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 favour of relief.

**Mount Rainier Scenic Railroad**

[Docket Number FRA-2002-12270]

The Mount Rainier Scenic Railroad, on behalf of Mr. Chris Baldo, seeks a waiver of compliance number FRA-2002-12270, with the *Inspection and Maintenance Standards for Steam Locomotives*, 49 CFR part 230, published November 17, 1999. Section 230.51 of the standards requires that each steam locomotive be equipped with two water glasses. The Mount Rainier Scenic Railroad seeks this waiver for one locomotive number MCL Co. 7 which is equipped with only one water glass and tri cocks. Mount Rainier Scenic Railroad indicates that the locomotive was rebuilt June 2001, and there is insufficient room to install the second water glass. The locomotive is currently stored at the Roots of Motive Power Museum, at Willits, CA. If the request is approved the locomotive would be operated over the California Western Railroad.

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-2002-12270 ) 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 (9:00 a.m.—5:00 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 June 19, 2002.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 02-16044 Filed 6-25-02; 8:45 am]

**BILLING CODE 4910-06-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Transit Administration**

**Supplemental Draft Environmental Impact Statement for the Central Florida Light Rail Transit System Project in Orlando, Florida Metropolitan Area**

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

**ACTION:** Notice of intent to prepare a Supplemental Draft Environmental Impact Statement (SDEIS).

**SUMMARY:** The Federal Transit Administration (FTA) as lead agency in cooperation with the Federal Highway Administration (FHWA), and the Central Florida Regional Transportation Authority (CFRTA, locally known as LYNX), in conjunction with METROPLAN ORLANDO, and the Florida Department of Transportation (FDOT) intend to conduct scoping meetings and prepare a Supplemental Draft Environmental Impact Statement (SDEIS) in accordance with the National