

that we withhold their home address from the record, which we will honor to the extent allowable by law. There also may be circumstances in which we would withhold from the record a respondent's identity, as allowable by law. If you wish us to withhold your name and/or address, you must state this prominently at the beginning of your comment. We will make all submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, available for public inspection in their entirety.

**FOR FURTHER INFORMATION CONTACT:**  
Joseph Alston, Superintendent, Grand Canyon National Park, (928) 638-7945.

Dated: August 29, 2002.

**Michael D. Synoos,**  
*Director, Intermountain Region, National Service.*  
[FR Doc. 02-24055 Filed 9-20-02; 8:45 am]  
BILLING CODE 4310-70-M

available to visitors, residents and employees of all ages and physical abilities; (3) provisions for safe travel throughout the park by all modes; and (4) protection of the park's natural and cultural resources from impacts attributable to vehicles and visitor use, including inappropriate parking along roadways or parking lot edges, noise, air quality, and wildlife mortality.

The National Park Service conducted public scoping (public meetings and solicitation of comments from state, county and town agencies and organizations; park neighbors; state historic preservation officer; and associated American Indian tribes) for the Integrated Multimodal Transportation Plan from December, 2001 to January, 2002 and began preparing an environmental assessment for a range of draft alternatives. Due to the degree to which potential impacts are uncertain, the National Park Service is proceeding with preparation of an environmental impact statement.

**DATES:** The National Park Service will conduct further public scoping for the draft alternatives and environmental impact statement for a period of 30-days beyond publication of this Notice of Intent.

**ADDRESSES:** You may mail comments to: Integrated Multimodal Transportation Plan, Superintendent's Office, Grand Teton National Park, PO Drawer 170, Moose, WY 83012. You may also hand-deliver comments to the Superintendent's Office, Grand Teton National Park, Moose, Wyoming (Attn: Integrated Multimodal Transportation Plan).

**FOR FURTHER INFORMATION CONTACT:**  
Superintendent Steve Martin, Grand Teton National Park, PO Drawer 170, Moose, WY 83012; Tel: (307) 739-3410; FAX: (307) 739-3440; e-mail: [g rte\\_superintendent@nps.gov](mailto:g rte_superintendent@nps.gov).

**SUPPLEMENTARY INFORMATION:** Our practice is to make comments, including names and home addresses of respondents, available for public review during regular business hours. Individual respondents may request that we withhold their home address from the record, which we will honor to the extent allowable by law. If you wish us to withhold your name and/or address, you must state this prominently at the beginning of your comment. We will make all submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, available for public inspection in their entirety.

Dated: June 21, 2002.

**R. Everhart,**

*Acting Director, Intermountain Region.*

[FR Doc. 02-24062 Filed 9-20-02; 8:45 am]

BILLING CODE 4310-70-P

## DEPARTMENT OF THE INTERIOR

### National Park Service

#### Wildland Fire Management Plan, Environmental Impact Statement, Mesa Verde National Park, CO

**AGENCY:** National Park Service, Department of the Interior.

**ACTION:** Notice of intent to prepare an environmental impact statement for the Wildland Fire Management Plan, Mesa Verde National Park.

**SUMMARY:** Under the provisions of the National Environmental Policy Act of 1969, the National Park Service is preparing an environmental impact statement for a wildland fire management plan for Mesa Verde National Park. This effort will result in a new wildland fire management plan that meets current policies, provides a framework for making fire-related decisions, and serves as an operational manual. Much has changed in the park and within the agency since the park's current fire management plan was adopted in 1996. Since that time, Mesa Verde was subjected to three large catastrophic fires that have physically altered over 60% of the landscape. In addition, recent policy changes resulting from the 2000 National Fire Plan indicate that a new plan is necessary. The plan will be developed in consultation with local communities, other federal and state agencies, the 24 tribes legally associated with the park, including the neighboring Ute Mountain Ute Tribe, and all other interested and affected organizations and individuals.

A range of alternatives will be developed through this planning process and will include a no-action alternative and all other reasonable alternatives. The alternatives will consider fuel condition, weather, air quality, natural and cultural resources, safety, and structure protection, and include a range of appropriate strategies including full fire suppression, fire use such as through prescribed fire, and mechanical fuels treatment such as removal of hazardous fuels. The plan will identify the agencies preferred alternative and the environmentally preferred alternative.

Issues to be addressed include the safety of the public, employees and firefighters; protection of natural and

## DEPARTMENT OF THE INTERIOR

### National Park Service

#### Integrated Multimodal Transportation Plan/Environmental Impact Statement, Grand Teton National Park, WY

**AGENCY:** National Park Service, Department of the Interior.

**ACTION:** Notice of Intent to prepare an environmental impact statement for an Integrated Multimodal Transportation Plan, Grand Teton National Park.

**SUMMARY:** Under the provisions of the National Environmental Policy Act, the National Park Service is preparing an environmental impact statement for an Integrated Multimodal Transportation Plan for Grand Teton National Park. The environmental impact statement will be approved by the Director, Intermountain Region.

The Integrated Multimodal Transportation Plan will serve as a management and decision making tool for developing short and long-term solutions to problems associated with transportation in and around Grand Teton National Park. The primary objectives of the plan include (1) regional partnerships between the park and its gateway communities to reduce traffic impacts in both the park and surrounding communities, minimize duplication of services and facilities, and provide links to regional pathways to improve recreational opportunities in the park; (2) increasing the range of travel mode choices within the park, other than via private automobile,