

The standards of this TSO apply to equipment intended to provide pilots and flight crews with both aural and visual alerts to aid in preventing an inadvertent controlled flight into terrain (CFIT) accident. Class A and B TAWS equipment are required by 14 CFR parts 91, 135, and 121. Class C equipment is intended for voluntary installations on aircraft not covered by the TAWS requirements in 14 CFR parts 91, 135, and 121.

How To Obtain Copies

A copy of the final TSO may be obtained via the internet at, <http://www.faa.gov/certification/aircraft/TSOA.htm>, or by contacting the person listed in the section titled **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on December 19, 2002.

David W. Hempe,

*Manager, Aircraft Engineering Division,
Aircraft Certification Service.*

[FR Doc. 02-32417 Filed 12-23-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: La Plata County, CO

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this Notice of Intent to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed transportation project to improve the safety, capacity, and efficiency of US Highway 160 from Durango to Bayfield in La Plata County, Colorado.

FOR FURTHER INFORMATION CONTACT: Joseph P. Duran, FHWA Colorado Division, 555 Zang Street, Suite 250, Lakewood, Colorado 80228. Telephone (303) 969-6730 Extension 385, or the Colorado Department of Transportation, Kerrie E. Neet, Right of Way/Environmental/Planning Manager, CDOT Region 5, 3803 North Main Ave, Suite 300, Durango, Colorado 81301, 970-385-1430 or (e-mail: kerrie.neet@dot.state.co.us).

SUPPLEMENTARY INFORMATION: The FHWA, cooperation with the Colorado Department of Transportation Region 5, will prepare an Environmental Impact Statement (EIS) on a proposal to improve the safety, capacity, and efficiency of US 160 from the US 160/US 550-east intersection, easterly through Bayfield in La Plata County.

The proposal is to widen what is primarily a two-lane roadway into a four-lane highway, with shifts and realignments in some locations. The project will also correct substandard roadway design, intersection deficiencies and consider the need to relocate the existing US 160/US 550-east intersection.

US 160 is a principal arterial on the National Highway System, providing the only major east-west corridor for the transport of people, goods, and services across southwestern Colorado. This highway serves as the major route for local and regional traffic into Durango and Bayfield. The existing US 160 highway improvements were constructed in the 1950s and 1960s, and the typical design life for a highway is 20 years. Based on projected traffic volumes, the function of this highway will continue to deteriorate, causing increased safety hazards and maintenance costs. Some sections of this highway currently exhibit an above average traffic accident rate.

The scoping process to develop alternatives along the US 160 corridor began in September 1996 and a Final US 550 and US 160 Feasibility Study was completed and signed by the FHWA in February 1999. The Feasibility Study identified the improvements needed to achieve the goals of increasing the highway's efficiency, capacity, and improving safety with concern for important public values. Public and agency input on alternatives was sought through a series of public meetings.

A draft Environmental Assessment (EA) was prepared to determine the potential for significant impacts due to the proposed highway widening and shifts in alignment. As a result of this analysis and issues raised during the public process, the FHWA has determined that preparation of an EIS is appropriate. Identified impacts warranting this determination include wetlands, threatened/endangered species, environmental justice, wildlife, and private property owner concerns.

Changes in the anticipated land use and jurisdiction are in progress for the western portion of the project corridor known as "Grandview." This area is being studied for urban services and is likely to be annexed to the City of Durango. This warrants the consideration of a new "urban" type of four-lane improvement. Consideration of all reasonable alternatives will be performed to determine how to best meet the project purpose and need. Alternative alignments developed in the EA process will be reevaluated for potential inclusion in the EIS. As required by NEPA, the EIS will also

evaluate a "No Action" alternative as a baseline for comparing impacts of all the alternatives. Multimodal facilities, including park-n-ride lots and shared use (bicycle/pedestrian) paths, will be considered as part of the alternatives analysis.

A public scoping meeting will be held during February or March 2003 to present alternatives. Notices of this public meeting will be mailed to citizens, property owners, agencies, and posted in local news media. Draft and Final Environmental Impact Statements will be prepared and made available for public and agency review prior to public hearings.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: December 4, 2002.

Joseph P. Duran,

*Operations Engineer, Colorado Division
FHWA, 555 Zang Street Suite 250, Lakewood,
CO 80228.*

[FR Doc. 02-32301 Filed 12-23-02; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Guidance on Traffic Control Devices at Highway-Rail Grade Crossings

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice; issuance of guidance.

SUMMARY: This notice announces that the FHWA has issued guidance to assist engineers in selection of traffic control devices or other measures at highway-rail crossings. The report, "Guidance on Traffic Control Devices at Highway-Rail Grade Crossings" is available at the following URL: <http://safety.fhwa.dot.gov/media/twgreport.htm>. This guidance is designed to assist in decisions to install traffic control devices or otherwise improve highway-rail grade crossings.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Winans, Office of Safety Design, HSA-10, 202-366-4656 or Mr. Raymond Cuprill, Office of the Chief

Counsel (HCC-30), 202-366-0791, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590-0001. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this notice may be downloaded using a computer, modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of the **Federal Register's** home page at: <http://www.archives.gov> and the Government Printing Office's web site at <http://www.access.gpo.gov>. An electronic version of the guidance document may be downloaded by accessing the FHWA web site at: <http://safety.fhwa.dot.gov/media/twgreport.htm>.

Background

According to the National Transportation Safety Board (NTSB),¹ more than 4000 accidents have occurred at the Nation's active and passive grade crossings² each year from 1991 through 1996. The large number of passive grade crossings, the high percentage of fatalities that occur at passive grade crossings, and the cost to eliminate or upgrade passive grade crossings prompted the NTSB to conduct a study to identify some of the common causes for accidents at passive grade crossings, and to make recommendations to improve safety at passive grade crossings.³ As a part of this study, the NTSB convened a two-day public forum

in Jacksonville, Florida, to gather information about issues affecting safety at passive grade crossings.

The data from the NTSB's study, the testimony at the public forum, and additional research conducted by the NTSB led the NTSB to conclude that the current set of traffic signs used at passive grade crossings is not adequate. Therefore, the NTSB made several safety recommendations to the U.S. DOT, the States, and several other transportation related professional organizations.⁴

As a result of the safety recommendations to the U.S. DOT, then Secretary of Transportation, Rodney Slater, in December 1998, convened a U.S. DOT working group to respond to all the issues encompassed by the recommendations. The working group was comprised of representatives from the Federal Railroad Administration (FRA), the FHWA, the National Highway Traffic Safety Administration (NHTSA), and the Federal Transit Administration (FTA).

Because the NTSB study also concluded that the safety of passive grade crossings is enhanced when their design adheres to the applicable standards and guidelines such as the FHWA's "Railroad-Highway Grade Crossing Handbook" and the American Association of State Highway and Transportation Officials' (AASHTO) "A Policy on Geometric Design of Highways and Streets" (the Green Book), this working group formulated a project plan for developing guidance for State and local traffic engineers regarding highway-rail grade crossing traffic control devices and grade separation. The plan required that the U.S. DOT establish and assemble a Technical Working Group (TWG) to develop this guidance for the State and local jurisdictions. Representative from the same agencies that made up the U.S. DOT working group also served on the TWG along with individuals from the Intelligent Transportation Systems (ITS) Joint Program Office, the Research and Special Projects Administration (RSPA), the NTSB, transportation/safety associations and professional organizations, State and local transportation agencies, railroads,

public safety organizations, universities, private sector consultants and product vendors.

A contractor provided research, report preparation and administrative support to the TWG. The first phase of the effort was a literature review of existing guidance. In the second phase, the TWG developed the guidance document. The TWG met as a group three times and provided comments on draft guidance at other times.

The result of the TWG's efforts is the report, "Guidance on Traffic Control Devices at Highway-Rail Grade Crossings" available at the following URL: <http://safety.fhwa.dot.gov/media/twgreport.htm>. This guidance is designed to assist in decisions to install traffic control devices or otherwise improve highway-rail grade crossings.

In addition to providing quantitative guidance for State and local engineers to select traffic control devices or other measures for use at highway-rail crossings, the FHWA expects the document to lead to improved communications between highway agencies, railroad companies, and government authorities involved in developing and implementing policies, rules and regulations.

Guidance

The FHWA guidance report, dated November 2002, is not to be interpreted as policy or standards. Any requirements that may be noted in this guidance are taken from the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)⁵ or other documents identified by footnotes in the report. The goal is to provide a document for users to understand general engineering and operational concepts of highway-rail grade crossings and provide guidance in the selection of traffic control devices or other measures at highway-rail grade crossings. It discusses a number of existing laws, regulations and policies of the FHWA and the FRA concerning highway-rail grade crossings and railroad operations, driver needs concerning various sight distances, and highway and rail system operational requirements and functional classification. It includes a description of passive and active traffic control devices, including supplemental devices used in conjunction with active controls. An appendix provides limited discussion on the topic of interconnection and preemption of traffic signals near highway-rail grade crossings.

⁵ The MUTCD is incorporated by reference in 23 CFR 655.601.

¹ The National Transportation Safety Board is an independent Federal agency dedicated to promoting aviation, railroad, highway, marine, pipeline, and hazardous materials safety. Established in 1967, the agency is mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

² An active grade crossing is a highway-rail grade crossing when active warning devices such as flashing lights, bells, or gates are triggered by the approach of a train along the tracks, providing advance warning to the oncoming motorist that a train is approaching the crossing. A passive grade crossing is a highway-rail grade crossing that has only traffic control devices such as crossbuck, stop signs, or pavement markings that do not change to give the highway vehicle driver active visual or auditory warning of an approaching train.

³ The National Transportation Safety Board (NTSB) Safety Study, adopted on July 21, 1998, is available at the following URL: <http://www.ntsb.gov/publictn/1998/SS9802.pdf>.

⁴ The NTSB made safety recommendations to the U.S. DOT, the FHWA, the National Highway Traffic Safety Administration (NHTSA), the Federal Railroad Administration (FRA); the States; Operation Lifesaver, Inc.; the American Association of Motor Vehicle Administrators; the American Automobile Association; the American Association of State Highway and Transportation Officials; the Professional Truck Drivers Institute of America; the Advertising Council, Inc.; the Association of American Railroads; the American Short Line and Regional Railroad Association; and the American Public Transit Association.

There is also discussion concerning crossing closure, grade separation, and consideration for installing new grade crossings. Finally, a glossary defines the technical terms.

Conclusion

The FHWA provides this guidance as another tool to highway engineers and transportation officials as a reference aid in decisions to install traffic control devices or otherwise improve highway-rail grade crossings, as well as provide information on additional references. The guidance is available electronically at the following URL: <http://safety.fhwa.dot.gov/media/twgreport.htm> and is available for copying and inspection at U.S. Department of Transportation Library, Room 2200, 400 Seventh Street, SW., Washington, DC 20590.

Authority: 23 U.S.C. 109(e), 120(c), 130, 133(d)(1), and 315; 49 CFR 1.48(b).

Issued on: December 18, 2002.

Mary E. Peters,

Federal Highway Administrator.

[FR Doc. 02-32406 Filed 12-23-02; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF THE TREASURY

President's Commission on the United States Postal Service

AGENCY: Department of the Treasury, Departmental Offices.

ACTION: Notice of meeting.

SUMMARY: Notice is given of a meeting of the President's Commission on the United States Postal Service.

DATES: The meeting will be held on Wednesday, January 8, 2003, from 8:30 a.m. to 12 noon.

ADDRESSES: The meeting will be held at The Hotel Washington, 15th Street and Pennsylvania Avenue, NW., Washington, DC 20004.

FOR FURTHER INFORMATION CONTACT: Roger Kodat, Designated Federal Official, 202-622-7073.

SUPPLEMENTARY INFORMATION: The Commission has invited representatives of the Department of the Treasury and the United States Postal Service to testify. Seating is limited to 300 people.

Dated: December 19, 2002.

Roger Kodat,

Designated Federal Official.

[FR Doc. 02-32465 Filed 12-23-02; 8:45 am]

BILLING CODE 4811-16-P

DEPARTMENT OF THE TREASURY

Customs Service

[T.D. 02-70]

**Recordation of Trade Name:
"Revolutionary Products, Inc."**

ACTION: Notice of application for recordation of trade name.

SUMMARY: Application has been filed pursuant to section 133.12, Customs Regulations (19 CFR 133.12), for the recordation under section 42 of the Act of July 5, 1946, as amended (15 U.S.C. 1124), of the trade name "REVOLUTIONARY PRODUCTS, INC.". The trade name is owned by Revolutionary Products, Inc., a California corporation, organized and created in the State of California, 12910 Culver Boulevard, Suite G, Los Angeles, California 90066.

The application states applicant manufactures, advertises, distributes and sells an electrically driven rotating mechanical hairbrush in packaging and boxes labeled with the REVO STYLER trademark and REVOLUTIONARY PRODUCTS, INC., tradename. Additionally, the trade name appears on a label affixed to the handle of the REVO STYLER hairbrush, and is molded into the plastic of the electrical power plug.

The merchandise is manufactured in China and Hong Kong.

Before final action is taken on the application, consideration will be given to any relevant data, views, or arguments submitted in writing by any person in opposition to the recordation of this trade name. Notice of the action taken on the application for recordation of this trade name will be published in the **Federal Register**.

DATES: Comments must be received on or before February 24, 2003.

ADDRESSES: Written comments should be addressed to U.S. Customs Service, Attention: Office of Regulations & Rulings, Intellectual Property Rights Branch, 1300 Pennsylvania Avenue, NW., (Mint Annex), Washington, DC 20229.

FOR FURTHER INFORMATION CONTACT: Gwendolyn Savoy, Intellectual Property Rights Branch, 1300, Pennsylvania Avenue, NW., Washington, DC 20229, (202) 572-8710).

Dated: December 18, 2002.

Joanne Roman Stump,

Chief, Intellectual Property Rights Branch.

[FR Doc. 02-32296 Filed 12-23-02; 8:45 am]

BILLING CODE 4820-02-P

DEPARTMENT OF THE TREASURY

Fiscal Service

**Financial Management Service;
Proposed Collection of Information:
Trace Request for Electronic Funds
Transfer Payment**

AGENCY: Financial Management Service, Fiscal Service, Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Financial Management Service, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on a continuing information collection. By this notice, the Financial Management Service solicits comments concerning form FMS 150 "Trace Request for Electronic Funds Transfer Payment."

DATES: Written comments should be received on or before February 24, 2003.

ADDRESSES: Direct all written comments to Financial Management Service, 3700 East-West Highway, Records and Information Management Branch, Room 135, Hyattsville, Maryland 20782.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form(s) and instructions should be directed to Dorothy Wilson, Administrative Services Branch, Room 357D, 401 14th St., SW., Washington, DC 20227, (202) 874-7157.

SUPPLEMENTARY INFORMATION: Pursuant to the Paperwork Reduction Act of 1995, (44 U.S.C. 3506(c)(2)(A)), the Financial Management Service solicits comments on the collection of information described below.

Title: Trace Request for Electronic Funds Transfer Payment.

OMB Number: 1510-0045.

Form Number: FMS 150.

Abstract: This form is used to modify the financial organization that a customer (beneficiary) has claimed non-receipt of credit for a payment. The form is designed to help the financial organization locate any problem and to keep the customer (beneficiary) informed of any action taken.

Current Actions: Extension of currently approved collection.

Type of Review: Regular.

Affected Public: Business or other for-profit.

Estimated Number of Respondents: 138,427.

Estimated Time Per Respondent: 8 minutes.

Estimated Total Annual Burden Hours: 18,457.

Comments: Comments submitted in response to this notice will be