3 (Room 2D337), 400 Army Pentagon, Washington, DC 20310, telephone (703) 692–7419 or LTC Andres Toro at (703) 692–7421.

SUPPLEMENTARY INFORMATION: The meeting is open to the public. There will be time, specified, for public comments by individuals and organizations at the end of the meeting on September 12. Public comment and presentations will be limited to two minutes each and must be provided in writing and received before Friday, September 6, 2002. Mail written presentations and requests to register to attend the public sessions to: LTC Andres Toro, DAMO–SSR (Rm. 2D337), 400 Army Pentagon, Washington, DC 20301–0400. Public seating is limited, and is available on a first come, first served basis.

John A. Hall,

Alternate Federal Register Liaison Officer.

[FR Doc. 02–21478 Filed 8–22–02; 8:45 am]

BILLING CODE 3710–08–M

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Availability of a Draft Environmental Impact Statement to Consider Issuance of a Department of the Army Permit Pursuant to Section 404 of the Clean Water Act for Aluminum Company of America (Alcoa) Inc.'s Proposal To Construct and Operate Three Oaks Mine in Lee and Bastrop Counties, TX

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of availability.

SUMMARY: In accordance with the requirements of the National Environmental Policy Act (NEPA), the U.S. Army Corps of Engineers (USACE) Fort Worth District has prepared a Draft Environmental Impact Statement (DEIS). This DEIS evaluates potential impacts to the natural, physical and human environment as a result of the proposed mining activities associated with Aluminum Company of America (Alcoa) Inc.'s proposed Three Oaks Mine. The USACE regulates this proposed project pursuant to Section 404 of the Clean Water Act. The proposed activity would involve the discharge of dredged and fill material into waters of the United States associated with the proposed construction and operation of a surface lignite mine.

DATES: Submit comments by October 22, 2002. A public hearing regarding this DEIS will be held on October 2, 2002 (*see* SUPPLEMENTARY INFORMATION).

ADDRESSES: Send written comments and suggestions concerning this proposal to Ms. Jennifer Walker, Regulatory Project Manager, Regulatory Branch, CESWF–PER–R, U.S. Army Corps of Engineers, Fort Worth District, P.O. Box 17300, Fort Worth, TX 76102–0300 or via e-mail: *3oakseis@swf02.usace.army.mil.* Requests to be placed on the mailing list should also be sent to this address.

FOR FURTHER INFORMATION CONTACT: Ms. Jennifer Walker, Regulatory Project Manager at (817) 886–1733 or via e-mail: *3oakseis@swf02.usace.army.mil.*

SUPPLEMENTARY INFORMATION: Discharges of fill material into waters of the United States are regulated under Section 404 of the Clean Water Act, with the permitting responsibility administered by the USACE. The proposed project must also address environmental impacts relative to the Clean Air Act, Clean Water Act, Endangered Species Act and the Fish and Wildlife Coordination Act (FWCA). In accordance with the NEPA, the DEIS evaluates practicable alternatives for the USACE's decision making process. As required by NEPA, the USACE also analyzes the "no action" alternative as a baseline for gauging potential impacts.

As part of the public involvement process, notice is hereby given by the USACE Fort Worth District of a public hearing to be held at the Elgin High School, in Elgin, Bastrop County, TX, from 6:30 to 10 p.m., on October 2, 2002. The public hearing will allow participants the opportunity to comment on the DEIS prepared for the proposed Three Oaks Mine. Written comments should be sent to Ms. Jennifer Walker (*see* ADDRESSES). The comments are due 60 days from the date of publication of this notice. Copies of the DEIS may be obtained by contacting USACE Fort Worth District Regulatory Branch at (817) 886–1731 or printed from the Fort Worth District USACE Internet home page at *http://www.swf.usace.army.mil.*

Copies of the DEIS are also available for inspection at the locations identified below:

(1) Bastrop City Hall, 902 Main Street, Bastrop, TX 78602.

(2) Lexington City Hall, P.O. Box 56, Lexington, TX 78947.

(3) Austin City Hall, 124 West 8th Street, P.O. Box 1088, Austin, TX 78767.

(4) Rockdale City Hall, P.O. Box 586, Rockdale, TX 76567.

(5) Elgin City Hall, P.O. Box 591, Elgin, TX 78621.

(6) Giddings City Hall, 118 E. Richmond Street, Giddings, TX 78942.

(7) Lee County Courthouse, P.O. Box 390, Giddings, TX, 78942.

(8) Milam County Courthouse, P.O. Box 1008, Cameron, TX 76520.

(9) Bastrop County Courthouse, 804 Pecan Street, Bastrop, TX 78602.

(10) Travis County Courthouse, 1000 Guadalupe Street, P.O. Box 1748, Austin, TX 78767.

(11) City of Austin Library—Milwood Branch, 12500 Amherst Drive, Austin, TX 78727.

(12) City of Austin Library—John Henry Faulk Branch, 800 Guadalupe, Austin, TX 78701.

(13) City of Austin Library—Will Hampton at Oak Hill Branch, 5125 Convict Hill Road, Austin, TX 78749.

(14) City of Bastrop Public Library, 1100 Church Street, Bastrop, TX 78602.

(15) City of Elgin Public Library, 404 North Main Street, Elgin, TX 78621.

(16) City of Giddings Public Library, 177 South Madison Street, Giddings, TX 78942.

(17) City of Rockdale Public Library, 201 Ackerman Street, Rockdale, TX 76567.

After the public comment period ends, USACE will consider all comments received, revise the DEIS as appropriate, and issue a final Environmental Impact Statement.

Wayne A. Lea,

Chief, Regulatory Branch.

[FR Doc. 02–21307 Filed 8–22–02; 8:45 am]

BILLING CODE 3710–20–M

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Notice of Availability of a Draft Supplemental Environmental Impact Statement (SEIS), for #200000380(IP–DEB), Phipps Ocean Park Beach Restoration Project, Town of Palm Beach, Palm Beach County, FL

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of availability.

SUMMARY: In accordance with the requirements of National Environmental Policy Act (NEPA), the U.S. Army Corps of Engineers (USACE or Corps) Jacksonville District, announces the availability of a Regulatory Program SEIS for the Phipps Ocean Park Beach Restoration Project. The Town of Palm Beach, Florida is seeking Corps regulatory authorization for the proposed project pursuant to section 404 of the Clean Water Act and section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403). In accordance with 40

CFR 1506.5 and Appendix B, 33 CFR part 325, the applicant has prepared the Draft SEIS on the requested permit action under the direct supervision of the Corps pursuant to a "third party contract."

The general environmental impacts of beach restoration and erosion control activities on the Southeast Atlantic Coast of Florida were previously evaluated in the "*Coast of Florida, Erosion and Storm Effects Study—Region III, with Final Environmental Impact Statement, U.S. Army Corps of Engineers, Jacksonville District*", October 1996. The applicant's proposed project is located within a segment of the Region III area evaluated in the Coast of Florida FEIS and the Phipps Ocean Park Draft SEIS is a supplement to the Coast of Florida FEIS. The applicant's proposed is consistent with the Town's "*Comprehensive Coastal Management Plan Update—Palm Beach Island, Florida*" (June 1998).

As required by NEPA, the Draft SEIS describes the applicant's preferred alternative and other alternatives evaluated to provide shore protection for Phipps Ocean Park within the Town of Palm Beach, Florida. The applicant's preferred alternative is intended to: (1) Mitigate the long-term erosion impacts of Lake Worth Inlet and armored coastline north of the Project area; (2) provide and maintain storm protection to upland improvements; (3) restore and maintain the beach for public recreational use; and (4) restore and maintain the beach for marine turtle nesting habitat.

The applicant's preferred alternative includes placement of approximately 1.5 million cubic yards of fill over approximately 1.9 miles of beach, between DEP Monuments R–116 and R–126 and installation of 3.1 acres of hardbottom reef to mitigate for unavoidable impacts to nearshore hardbottom. Sand compatible with the existing beach has been identified and will be obtained from borrow areas located approximately 3,500 feet offshore and between 1.5 and 2.6 miles south of the fill area. Geotechnical analysis of the borrow area indicates that the material is suitable for the restoration of Phipps Ocean Park beach. The proposed borrow areas have been designed with buffer zones to avoid impact to hardbottom communities in the vicinity of the borrow areas. Mitigation of hardbottom resources within the fill area is required and has been incorporated into the plan.

The Draft SEIS also identifies and evaluates the potential direct, indirect, and cumulative environmental consequences of the applicant's preferred alternative, including potential impacts on Essential Fish Habitat, hardbottom resources and other specific issues identified in the scoping process. Cooperating agencies for the proposed project are the Florida Department of Environmental Protection, U.S. Fish and Wildlife Service, National Marine Fisheries Service, and the U.S. Environmental Protection Agency.

DATES: The public comment period on the Draft SEIS shall commence upon publication of the Notice of Availability in the **Federal Register**. Written comments must be received at the address listed below no later than 5 p.m. EST, 45 calendars days from the date of publication. A public meeting regarding the Draft SEIS will be held on September 12, 2002 (*See* **SUPPLEMENTARY INFORMATION.**

ADDRESSES: Copies of the Draft SEIS document may be obtained by contacting Lois Edwards, SEIS Public Involvement Coordinator/Third Party Contractor, Coastal Technology Corp., 3625 20th Street, Vero Beach Florida, 32960, telephone (888) 562–8580; facsimile (772) 562–8432 or by e-mail to *ledwards@coastaltechcorp.com*. This document may also be found on the Corps' Web site by accessing the following address: *www.saj.usace.army.mil/permit/hot_topics/PhippsEIS/phippsindex.htm*. Written comments and questions concerning this proposal must be submitted to Dale Beter, Phipps SEIS Project Manager, USACE, Regulatory Branch, 400 North Congress Avenue, Suite 130, West Palm Beach, Florida 33401; telephone (561) 683–1814, facsimile (561) 683–4941, or e-mail at *Dale.E.Beter@saj02.usace.army.mil*. Requests to be placed on the mailing lists should be sent to Mrs. Edwards at the Vero Beach address.

FOR FURTHER INFORMATION CONTACT: Dale Beter at the above address or Peter A. Ravella, SEIS Project Manager/Third Party Contractor, Coastal Technology Corp., 2306 Lake Austin Blvd., Austin, Texas 78703; telephone (512) 236–9494; facsimile (800) 321–9673, or e-mail at *pravella@coastaltechcorp.com*.

SUPPLEMENTARY INFORMATION: The Draft SEIS examines potential impacts on Essential Fish Habitat (EFH) and also includes a comprehensive examination of potential cumulative impacts of the project and other projects from Lake Worth Inlet to South Lake Worth Inlet. In accordance with the NEPA, the Draft SEIS evaluates reasonable alternatives for the USACE's decision-making process, including the "no action" alternative as a baseline for gauging potential impacts.

The Florida Department of Environmental Protection (FDEP) has designated all of the Project area from R–116 to R–126 as an area of "critical erosion." This designation is based on (a) the erosion attributable to the influence of Lake Worth Inlet and the adjacent armored shoreline and (b) the existing headland features surrounding the Project area.

Shoreline conditions and structures updrift of the Project area exacerbate erosion and, if action is not taken, will lead to significant future erosion of the Project area and the shoreline further south. Net longshore sand transport in the region is to the south. Construction of the Inlet and Inlet jetties interrupts the longshore flow of sand and sand starves the region south of the Inlet leading to the construction of seawalls, groins, and eventually a rock revetment constructed by the Florida Department of Transportation (FDOT) north of Sloan's Curve in 1987. The revetment has cut-off the sand supply from the dune landward of the revetment. These conditions are expected to continue to contribute to the erosion within the Project area in the future.

The three miles of shoreline immediately north of Sloan's Curve are fronted by numerous armoring structures including rock revetments, seawalls, and groins. The existing groins north of Phipps Ocean Park deter southerly longshore transport to Phipps Ocean Park and the Project area. The Mid-Town Beach Restoration Project (unrelated to the project for which the applicant seeks authorization) is located to the north of this three-mile segment; the groins and armoring have impeded the southerly migration of the Mid-Town sand. In combination with the effects of Lake Worth Inlet, armoring structures have caused a longshore transport and sediment deficit to the Project area, resulting in erosion, loss of the recreational beach, increase in the storm damage risk to upland property, and loss of sea turtle nesting habitat.

Copies of the Draft SEIS are also available for inspection at the locations identified below:

(1) Town of Palm Beach Clerk's Office, Town Hall, 360 South County Road, Palm Beach, FL 33480.

(2) Town of Palm Beach Public Works Department, 951 Old Okeechobee Road, West Palm Beach, FL 33401.

(3) Town of Palm Beach Fire Rescue Station 3, 2185 South Ocean Blvd., Palm Beach, FL 33480.

(4) USACE West Palm Beach Regulatory Office, 400 North Congress

Avenue, Suite 130, West Palm Beach, FL 33401.

(5) Palm Beach County Government Center, Front Lobby Information Desk, 215 North Olive Avenue, West Palm Beach, FL 33401.

After the public comment period ends, USACE will consider all comments received, revise the Draft SEIS as appropriate, and issue a Final Supplemental Environmental Impact Statement. As part of the public involvement process, notice is hereby given by the USACE-Jacksonville District of a public meeting to be held at Town Hall Council Chambers, 360 S. County Road, Town of Palm Beach, Florida, beginning at 7 p.m. on September 12, 2002. The public meeting will allow participants the opportunity to comment on the Draft SEIS.

John A. Hall,

Alternate Federal Register Liaison Officer.

[FR Doc. 02–21481 Filed 8–22–02; 8:45 am]

BILLING CODE 3710–AJ–M

DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Intent To Prepare a Draft Supplemental Environmental Impact Statement for the Boston Harbor Navigation Improvement Project

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DOD.

ACTION: Notice of intent.

SUMMARY: The U.S. Army Corps of Engineers (Corps), New England District is conducting a feasibility study and Supplemental Environmental Impact Statement (SEIS) to determine the navigation-related needs of the harbor, port facilities, and harbor users of Boston Harbor. This study will analyze deepening various shipping channels in Boston Harbor, Massachusetts. These include the entrance channel, main ship channel, Presidents Roads anchorage area, and the lower Reserved Channel, all from −40 feet mean lower low water (MLLW) up to −50 feet MLLW, the Chelsea River from −38 feet to −40 feet MLLW, and a portion of the Mystic River channel from −35 to −40 feet MLLW. Without deepening portions of Boston Harbor, the ships and port of Boston will be affected in three ways. (1) Existing shippers and their vessels will continue to experience tidal related inefficiencies with the current channel depths, including negating the full advantage of Massport's deeper 45-foot berths at the Conley Terminal. (2) The port will be unable to accommodate the very large container vessels now beginning to serve the east coast of the United States from southern Asia via the Suez Canal. These vessels will not be able to use Boston efficiently with the current −40-foot channel depth. (3) As larger container and bulk vessels continue to come into service to replace existing vessels, Boston's lack of channel depth will erode its share of tonnage as New England cargo is redirected to the ports of New York-New Jersey and Halifax, Nova Scotia, and transported to New England by other means. Deepening the navigation channels in Boston Harbor would allow Boston to maintain a safe and efficient port.

DATES: September 5, 2002 from 1 to 4 p.m. at the Black Falcon Cruise Ship Terminal in South Boston, MA.

ADDRESSES: If you wish to be placed on the mailing list for this project, contact Mr. Michael Keegan, Project Manager, U.S. Army Corps of Engineers, New England District, Navigation Section, 696 Virginia Road, Concord, MA 01742.

FOR FURTHER INFORMATION CONTACT: If you have questions about the proposed action and the Draft SEIS, contact Mr. Keegan at (978) 318–8087.

SUPPLEMENTARY INFORMATION: The Corps participation in this study is authorized by a resolution of the Senate Subcommittee on Public Works dated September 12, 1969. This study was initiated at the request of the Massachusetts Port Authority (Massport), the study sponsor, using funds provided in the Fiscal Year 2000 Energy and Water Development Appropriations Bill.

Major navigation channel improvements (deepening) were made in 1999 through 2002 in the Reserved Channel, the Mystic River, Inner Confluence and the Chelsea River. A final Environmental Impact Statement (EIS) was prepared for the previous navigation improvement project in June of 1995. The current study would investigate the feasibility of deepening the main shipping channels in the port of Boston to a depth greater than the current authorized depths. This study, which will include the preparation of SEIS to the 1995 Record of Decision, will examine the engineering feasibility, economic justification, social and cultural resource impacts, and environmental acceptability of the proposed channel deepening. The existing −40-foot MLLW main harbor entrance channel from Broad Sound, through President Roads, and up to the Marine Terminal just seaward of the Ted Williams Tunnel will be examined for depths up to −50 feet MLLW, as will the Reserved Channel. Deepening of a small area of the Mystic River Channel upstream of the Moran Terminal, from the current −35-foot depth to −40 feet will also be examined, as will deepening the Chelsea River Channel from the current −38-foot depth to −40 feet.

Alternatives: Dredging alternatives would examine the incremental depths from −40-feet to −50-feet MLLW (−38 feet in Chelsea River, and −35 feet in portions of the Mystic River) to determine the optimum economic plan. In addition, disposal alternatives would be determined based on the suitability of the material for open water disposal. Material suitable for ocean disposal would likely be disposed at the Massachusetts Bay Disposal Site. Material unsuitable for ocean disposal would most likely be disposed within a confined aquatic disposal (CAD) cell within the federal navigation channels above the Ted Williams Tunnel. The draft and final EIS for the previous Boston Harbor navigation improvement project investigated other alternative disposal sites for the disposal of dredged material.

The study will take about three years to complete and Massport and the Corps will share the study cost.

Scoping: Full public participation by interested federal, state, and local agencies as well as other interested organizations and the general public is invited. All interested parties are encouraged to submit their names and addresses (*see* ADDRESSES), to be placed on the mailing list for reviewing any fact sheets, newsletters, and related public notices. Massport will host a public meeting on the study on September 5, 2002 (*see* DATES). The public is invited to attend and further identify issues that should be addressed in the SEIS.

Dated: August 12, 2002.

Thomas L. Koning,

Colonel, Corps of Engineers, New England District.

[FR Doc. 02–21308 Filed 8–22–02; 8:45 am]

BILLING CODE 3710–24–M

DEPARTMENT OF ENERGY

National Energy Technology Laboratory; Notice of Availability of a Financial Assistance Solicitation

AGENCY: National Energy Technology Laboratory, Department of Energy (DOE).

ACTION: Notice of availability of a Financial Assistance Solicitation.

SUMMARY: Notice is hereby given of the intent to issue Financial Assistance