

Transit Authority (STA) Board Room, 1230 West Boone Avenue, Spokane, WA 99201. Both meeting locations are accessible to persons with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, should contact GERALYN GARBERG at (509) 325-6000, ext. 196 or e-mail [ggarberg@spokanetransit.com](mailto:ggarberg@spokanetransit.com), at least 48 hours in advance of the meeting in order for STA to make necessary arrangements.

**FOR FURTHER INFORMATION CONTACT:** The Spokane Transit Authority Agency Coordination contact is Lesley Sutton, Project Executive Assistant at (509) 325-6056 or e-mail:

[lsutton@spokanetransit.com](mailto:lsutton@spokanetransit.com). The STA Public Information contact is Molly Myers, Project Communications Manager at (509) 325-6090 or e-mail [mmyers@spokanetransit.com](mailto:mmyers@spokanetransit.com). The STA TDD number is (509) 456-4327. Written comments should be sent to: Spokane "South Valley Corridor" Project Manager, Spokane Transit Authority, 1230 West Boone Ave., Spokane, WA 99201.

The Federal agency contact is John Witmer, Federal Transit Administration, 915 Second Avenue, Suite 3142, Jackson Federal Building, Seattle, WA 98174. Phone (206) 220-7964.

**SUPPLEMENTARY INFORMATION:**

**1. Notice of Intent**

This Notice of Intent to prepare an EIS is being published to notify interested parties. The Spokane "South Valley Corridor" Project is examining two new high-capacity transit build alternatives in the south valley portion of the Spokane metropolitan area. Because the study is a transit alternatives study, FTA regulations and guidance will be used for the analysis and preparation of the South Valley Corridor Project EIS.

**2. Study Area**

The South Valley Corridor includes an area roughly parallel to I-90 running east through downtown Spokane, southeast Spokane, the City of Spokane Valley, unincorporated urban Spokane County, and into the City of Liberty Lake. The proposed alternatives primarily utilize existing right-of-ways along operational and former railroad corridors and roadways.

**3. Alternatives**

The three original alternatives are as follows: (#1) The No-Build Alternative will provide the basis for comparison of the build alternatives. The No-Build Alternative includes the existing transportation system plus projects

listed in the Spokane Metropolitan Area Transportation Improvement Program (TIP). (#2) The Separate Rail Alignment Alternative includes a light rail transit line running from downtown Spokane to Liberty Lake on an exclusive alignment. (#3) The Shared Rail Alignment includes a light rail line from downtown Spokane to Liberty Lake sharing existing rail lines with the Union Pacific Railroad along portions of the alignment. This alternative would use operating time restrictions to separate light rail traffic from heavy rail traffic. Between the two termini there would be intermediate stations and associated local parking. Both the separate rail alignment and shared rail alignment Build Alternatives may use either electrified or diesel multiple unit (DMU) vehicle technology. These alternatives will also incorporate in-street operations along Riverside Avenue, between Post Street and Division Street. The rail options will utilize the former Milwaukee Road rail corridor, east of University Road.

The two new alternatives are as follows: (#4) The Rail Minimum Operable Segment (MOS) Rail alternative is similar to the Shared Rail Alignment alternative except the rail portion of the alignment has an eastern terminus at University City. The rail segment assumes the use of Diesel Multiple Unit (DMU) vehicles and a possible interface with a separate project that includes a Downtown Spokane streetcar system. The rest of the east-west corridor from University City to Liberty Lake will be served by a low-cost transit segment that will utilize Bus Rapid Transit (BRT) strategies and rubber-tired BRT vehicles on existing roadways. The second new alternative (#5) serves the entire corridor with low-cost Bus Rapid Transit (BRT) strategies using rubber-tired BRT vehicles on existing roadways.

**4. Probable Effects**

FTA and Spokane Transit Authority will evaluate the environmental, social and economic impacts of the alternatives and measures to mitigate any adverse impacts.

Issued on July 16, 2003.

**Linda M. Gehrke,**

*Acting Regional Administrator, FTA Region 10.*

[FR Doc. 03-19153 Filed 7-25-03; 8:45 am]

**BILLING CODE 4910-57-P**

**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

[Docket No. NHTSA-2003-15428]

**Extension of Comment Period on Whether Nonconforming 2003-2004 Micro Car Company Smart Passion (Glass Top and Convertible) Passenger Cars Are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Extension of comment period.

**SUMMARY:** On June 20, 2003, NHTSA published notice (at 68 FR 37040) that it had received a petition to decide that nonconforming 2003-2004 Micro Car Company Smart Passion (glass top and convertible) passenger cars are eligible for importation into the United States. The notice solicited public comments on the petition and stated that the closing date for comments is July 21, 2003.

This is to notify the public that NHTSA is extending the comment period until July 31, 2003. This extension is based on a request from Mercedes-Benz USA L.L.C. (Mercedes-Benz). In requesting the extension, Mercedes-Benz stated that "upon reviewing the record to determine if sufficient engineering data had been submitted to enable NHTSA to make a determination whether the proposed vehicle is eligible for importation, [it] found no such data." As a consequence, the company stated that it needs "additional time to prepare the analytical data [it believes] is necessary for the agency to make an informed and rational decision regarding the petition." Mercedes-Benz requested that the deadline be extended from July 21, 2003 until July 31, 2003.

**DATES:** Comments on the import eligibility petition must be submitted on or before July 31, 2003.

**ADDRESSES:** Comments are to be submitted to: Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. [Docket hours are from 9 am to 5 pm]. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the document (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-787) or you may visit <http://dms.dot.gov>.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

**Authority:** 49 U.S.C. 30141(a)(1)(B) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: July 23, 2003.

**Kenneth N. Weinstein,**

*Associate Administrator for Enforcement.*

[FR Doc. 03-19154 Filed 7-25-03; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 2002-13014; Notice 2]

#### Dorel Juvenile Group; Denial of Application for Decision of Inconsequential Noncompliance

Dorel Juvenile Group [Cosco] (DJG), of Columbus, Indiana, failed to comply with S5.1.1(a) of Federal Motor Vehicle Safety Standard (FMVSS) No. 213, "Child Restraint Systems," and filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports." DJG has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

Notice of receipt of the application was published on September 5, 2002, in the **Federal Register** (67 FR 56872), with a 30-day comment period. NHTSA received no comments.

The noncompliance reported by DJG is the separation of the tether strap and steel belt slot adjustment channel from the Cosco Alpha Omega child restraint system (CRS) seat shell produced from November 1, 2000 through January 10, 2001 (6 Models and 86,476 units).

FMVSS No. 213, S5.1.1 "Performance Requirements," requires for dynamic performance that:

S5.1.1. *Child restraint system integrity.* When tested in accordance with S6.1 each child restraint system shall meet the requirements of paragraphs (a) \* \* \* of this section.

(a) Exhibit no complete separation of any load bearing structural element

\* \* \*

DJG supports its application for inconsequential noncompliance with the following, as summarized by NHTSA.

DJG does not think that tether separation during sled test constitutes a complete separation of a load bearing structural element. DJG believes that the regulatory history of S5.1.1 shows that the purpose of the requirement is to reduce the likelihood of injury during collapse or disintegration of the system; therefore, the cutting of the tether strap does not present a risk of collapse or disintegration. DJG states that the agency's compliance test data show tether separation of the Alpha Omega CRS under dynamic loading provides significantly improved results compared to other Alpha Omega CRS without tether separation under dynamic loading. Therefore, DJG filed this petition on the basis that the noncompliance is inconsequential to motor vehicle safety.

The agency has reviewed DJG's application and concluded that the noncompliance is not inconsequential to motor vehicle safety for the following reasons.

First, even though the Alpha Omega CRS met other dynamic test requirements, it did not meet S5.1.1(a) when the tether strap separated from the CRS. The agency has consistently viewed tether strap separation as a load bearing structural failure.

Second, structural failure is similar to vehicle LATCH anchorage failure—a failure of either one causes a child seat to be restrained improperly.

Finally, the agency has taken enforcement action for a similar failure. In 2001, the agency notified Britax Child Safety, Inc (Britax), of a potential noncompliance due to the detachment of a tether strap during dynamic testing of one of its child restraint models. Britax initiated a recall campaign to provide owners of the affected model with repair kits.

In consideration of the foregoing, NHTSA has decided that DJG has not met its burden of persuasion that the noncompliance it describes is inconsequential to motor vehicle safety. Accordingly, DJG's application is hereby denied. Therefore, DJG must fulfill its obligation to notify and remedy under 49 U.S.C. 30118(d) and 30120(h).

**Authority:** 49 U.S.C. 30118(d) and 30120(h); delegations of authority at 49 CFR 1.50 and 49 CFR 501.8)

Issued on: July 22, 2003.

**Roger A. Saul,**

*Director, Office of Crashworthiness Standards.*

[FR Doc. 03-19152 Filed 7-25-03; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Research and Special Programs Administration

[Docket No. RSPA-98-4470]

#### Pipeline Safety: Meeting of the Technical Hazardous Liquid Pipeline Safety Standards Committee

**AGENCY:** Office of Pipeline Safety, Research and Special Programs Administration, DOT.

**ACTION:** Notice—Meeting of Technical Hazardous Liquid Pipeline Safety Standards Committee.

**SUMMARY:** The Research and Special Programs Administration's (RSPA) Office of Pipeline Safety (OPS) will convene a meeting of the Technical Hazardous Liquid Pipeline Safety Standards Committee (THLPSSC). The purpose of the meeting is to request the Committee's input on the conceptual framework of the OPS five-year research and development program plan as required by section 12 of the Pipeline Safety Improvement Act of 2002. RSPA/OPS staff will also brief the Committee and request their advice on a possible rule change to the operator qualification standard and on a rulemaking on annual reporting.

**DATES:** The meeting will be held on Wednesday, August 6 from 11 a.m. to 2 p.m. Advisory Committee members will participate via telephone conference call. Notice of each Committee meeting will be published in the **Federal Register** at least 15 days in advance of the meeting, except in emergency situations. This Notice is delayed due to the complex coordination among several agencies to complete and expedite the conceptual framework of the OPS five-year research and development program plan to meet the December 2003 deadline required by the Pipeline Safety Improvement Act of 2002.

**ADDRESSES:** Members of the public may attend the meeting in room 4236 at the U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC.

An opportunity will be provided for the public to make short statements on the topics under discussion. Anyone wishing to make an oral statement should notify Jean Milam, (202) 493-0967, not later than August 1, 2003, on the topic of the statement and the length