

meetings and workshops, along with written comments, will result in the final set of alternatives to be studied in the East/Southwest Corridor DEIS. Potential variations on the alternatives, including both transit and non-transit alternatives, will be considered.

III. Alternatives

A number of transportation alternatives will be evaluated and will include:

(1) No-Build Alternative consisting of existing and planned/programmed transportation improvements identified in the Jacksonville Urban Area Transportation Study (JUATS) 2025 Cost Feasible Long Range Transportation Plan (LRTP). This alternative provides the baseline for establishing the project's environmental impacts.

(2) Transportation System Management/Traffic Demand Management (TSM/TDM) alternative. This alternative will include enhanced bus service and facilities in addition to other TSM/TDM projects. The TSM/TDM alternative is defined as low cost, operational oriented improvements designed to address the identified transportation problems in the corridor. The TSM/TDM alternative provides the baseline criteria against which all of the "build" alternatives are evaluated.

(3) Busway/Bus Rapid Transit (BRT) alternative.

(4) Light Rail Transit (LRT) alternative.

(5) Commuter Rail alternative.

(6) Street and highway alternative.

(7) Combinations of the above modes with various alignment alternatives, using facilities that include but are not limited to Arlington Expressway/ Atlantic Boulevard (SR 10), Hart Expressway (Alt US 1)/Beach Boulevard (US 90), and J. Turner Boulevard (SR 202) in the East district, and Roosevelt Boulevard (US 17)/CSX Railroad, Blanding Boulevard (SR 21) and Interstate 295 in the Southwest district.

(8) Other alternatives to be identified as a result of the scoping process.

As part of the alternative analysis, capital, operating and maintenance costs and other financial impacts will be evaluated. After identification and screening of a set of initial alternatives, promising conceptual alternatives will be identified and will undergo an evaluation process to reduce them to a set of refined alternatives. A more detailed analysis of refined alternatives will be undertaken during the preparation of the AA/DEIS. The AA/DEIS will be presented to the public and agencies at a public hearing followed by the JTA Board action to select a

proposed LPA. If a Build alternative is selected, JTA will then request the First Coast MPO Board to review and approve the LPA selection. After approval, the proposed improvements within the LPA would be adopted within the cost feasible Jacksonville 2025 LRTP.

IV. Probable Effects

FTA, FDOT and JTA will evaluate, in the DEIS, all significant social, economic and environmental impacts of the refined alternatives. Issues and impacts to be considered during the study include potential changes to the physical environment (air quality, noise, vibration, water quality, aesthetics, ecological resources, navigable waterways, *etc.*); the social environment (land use, development, neighborhoods, *etc.*); parklands, cemeteries, and historic resources.

Among the primary transportation issues to be evaluated in the DEIS are the expected increases in transit ridership, the expected increase in mobility for the transportation disadvantaged population, impacts to environmental justice groups of concern, and the proposed project's support for the region's air quality goals. Evaluation criteria will include consideration of the local goals and objectives established for the study, measures of effectiveness identified during the ongoing scoping process, and criteria established by FTA.

V. FTA Procedures

In accordance with FTA policy, all Federal laws, regulations, and executive orders affecting project development, including but not limited to the regulations of the Council on Environmental Quality and FTA implementing NEPA (40 CFR parts 1500–1508, and 23 CFR part 771), the 1990 Clean Air Act Amendments, section 404 of the Clean Water Act, Executive Order 12898 regarding environmental justice, the National Historic Preservation Act, the Endangered Species Act, and section 4(f) of the DOT Act, will be addressed to the maximum extent practicable during the NEPA process. In addition, following selection and adoption of the LPA, JTA may seek FTA Section 5309 New Starts funding for the LPA or related projects that may terminate within the project area and will therefore be subject to the FTA New Starts regulations (49 CFR part 611). This New Starts regulation requires submission of information specified by FTA to support a JTA request to initiate preliminary engineering. The alternatives analysis and subsequent preliminary engineering activities are to

be executed in conjunction with the NEPA process.

Issued on: November 26, 2002.

Jerry Franklin,

Regional Administrator, Federal Transit Administration, Atlanta, Georgia.

[FR Doc. 02–30524 Filed 12–2–02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–2002–13067]

Requested Non-availability Waiver

AGENCY: Maritime Administration, Department of Transportation ("MARAD", "we", "us" or "our").

ACTION: Notice of termination of consideration of requested administrative finding under the Merchant Marine Act of 1936, as amended, (Act) to allow cargo carriage by a non-qualified U.S.-flag vessel in the absence of available qualified U.S.-flag vessels.

SUMMARY: The Act (46 App. U.S.C. 1241(b)), requires that at least 50 percent of Government-sponsored cargoes (75 percent with regard to certain agricultural exports) transported on ocean-going vessels be transported on certain U.S.-flag vessels when such vessels are available at a fair and reasonable rate for U.S.-flag commercial vessels. The statute excludes from eligibility to carry such cargoes foreign built or foreign rebuilt vessels or vessels previously registered under a foreign flag, unless the vessel has been registered under the United States flag for at least three years. Implicit in the statute is that, upon a finding by MARAD that U.S.-flag privately owned commercial vessels are not available for a fair and reasonable rate for U.S.-flag vessels, a foreign-flag may be used.

The Government of Israel, Ministry of Defense (GOI-MOD) purchases jet fuel from the Defense Security Cooperative Agency (DSCA) under the Foreign Military Sales Program. The cargo is subject to the Act, which requires 50 percent U.S.-flag carriage, but longstanding U.S. Government policy set forth in the DSCA manual requires 100 percent U.S.-flag carriage. GOI-MOD has expressed a concern that qualified U.S.-flag vessels may not be available in 2004 and beyond, due to many U.S.-flag tankers being retired under the Oil Pollution Act of 1990. GOI-MOD requested that MARAD allow future use of U.S.-flag vessels which have not met the three year wait requirement to carry preference cargo only when no fully

qualified U.S.-flag vessel is available, thus meeting the U.S.-flag requirement and providing employment for U.S. citizen mariners.

We published a notice on August 13, 2002, 67 FR 52771, inviting comments in this docket on how we should respond to this innovative suggestion. The preponderance of comments urged us to delay taking any action because the requested finding would not be needed, if at all, until 2003. Other comments supported and opposed the request altogether. After review of these and other comments received, we will not take any action at this time.

ADDRESSES: Comments are not solicited, but if you so desire, you may submit comments. Comments should refer to docket number MARAD-2002-13067. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Thomas W. Harrelson, Director, Office of Cargo Preference, MAR-580 Room 8118, 400 7th St., SW., Washington, DC 20590. Telephone no. (202) 366-5515.

Dated: November 27, 2002.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 02-30586 Filed 12-2-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2002-13858; Notice 1]

Dorel Juvenile Group; Receipt of Application for Determination of Inconsequential Non-Compliance

Dorel Juvenile Group [Cosco] (DJG), of Columbus, Indiana, failed to comply with S5.4.1(b) of Federal Motor Vehicle Safety Standard (FMVSS) No. 213, "Child Restraint Systems," which incorporates S4.2(e) of FMVSS No. 209, "Seat Belt Assemblies," and has 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.

This notice of receipt of the application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgement concerning the merits of the application.

The following summarizes the DJG petition based upon information provided with the petition in accordance with the requirements of 49 CFR part 556, "Exemption for Inconsequential Defect or Noncompliance."

Summary of the Petition

On July 25, 2002, as a result of its fiscal year 2002 testing, NHTSA notified DJG, by telephone, of a potential noncompliance regarding DJG's gray harness webbing. The non-compliant webbing is identified as gray Wellington style #N2216E2-917, lots numbered 2063F, 2100F, and 2140D, used in child restraint harnesses that are manufactured by DJG (14 Models and 54,400 units). The manufactured dates for this webbing are from March 15, 2002 through August 1, 2002. DJG's original (before light exposure) harness webbing breaking strength, measured by NHTSA's FY 2002 compliance testing, was 2,780 pounds, and after light exposure it was 1,020 pounds (a ratio of light exposed/original strength of 37%). Section 4.2(e) of FMVSS No. 209 requires webbing after light exposure to have breaking strength of not less than 60% of its original breaking strength.

DJG's independent testing at Veridian showed dynamic load range between 190 pounds and 322 pounds. DJG believes that its light exposed harness webbing breaking strength at 1,020 pounds far exceeds forces in dynamic crash testing by a factor of 3.1 to 6.8 times. DJG argues that without a minimum breaking strength requirement, webbing with much lower initial breaking strength could comply with the standard at much lower breaking strength than the DJG's 1,020 pounds as long as it retains 60 percent of the original webbing strength. DJG commented that while its webbing (made of nylon fabrics) was noncompliant when exposed to carbon arc light filtered by a Corex-D filter (tested according to the standard's requirements), the webbing was compliant when exposed to carbon arc light filtered by a soda-lime glass filter (specified by the standard for use only

for polyester fabrics). DJG also commented that because the standard relies on carbon arc light for resistance to light testing, the method is obsolete. Therefore, DJG filed this petition on the basis that the noncompliance is inconsequential to motor vehicle safety.

Availability of the Petition and Other Documents

The petition and other relevant information are available for public inspection in NHTSA Docket No. NHTSA-2002-13858. You may call the Docket at (202) 366-9324 or you may visit the Docket Management in Room PL-401, 400 Seventh Street, SW., Washington, DC 20590 (10 a.m. to 5 p.m., Monday through Friday). You may also view the petition and other relevant information on the Internet. To do this, do the following:

(1) Go to Docket Management System (DMS) Web page for the Department of Transportation (<http://dms.dot.gov/search>).

(2) On the next page (<http://dms.dot.gov/search/SearchFormSimple.cfm>), type the docket number "13858." After typing the docket number, click on "search."

(3) On the next page, which contains docket summary information for the docket you selected, click on the desired comments. You may download the comments and other materials.

Comments

Interested persons are invited to submit written data, views and arguments on the petition of DJG described above. Comments should refer to the Docket Number and be submitted to: U.S. Department of Transportation Docket Management, Room PL 401, 400 Seventh Street, SW., Washington, DC 20590. It is requested that two copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date will also be filed and will be considered to the extent practicable. When the application is granted or denied, the Notice will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: January 2, 2003.

(49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.50 and 49 CFR 501.8)

Issued on: November 26, 2002.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. 02-30521 Filed 12-2-02; 8:45 am]

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