

Mankato, a distance of approximately 22 miles, in Nicollet County, Minnesota.

FOR FURTHER INFORMATION CONTACT:

Cheryl Martin, Federal Highway Administration, Galtier Plaza, 380 Jackson Street, Suite 500, St. Paul, Minnesota 55101, Telephone (651) 291-6120; or Mark Scheidel, Project Manager, Minnesota Department of Transportation—District 7, 501 South Victory Drive, PO Box 4039, Mankato, Minnesota 56002-4039, Telephone (507) 389-6149; (800) 627-3529 TTY.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Minnesota Department of Transportation (Mn/DOT), will prepare an EIS on a proposal to reconstruct TH 14 from State Highway 15, just east of New Ulm, to County Road 6 near North Mankato, a distance of approximately 22 miles, in Nicollet County, Minnesota. The proposed action is being considered to address future transportation demand, safety problems, and geometric design issues. The EIS will evaluate the social, economic, transportation and environmental impacts of alternatives, including: (1) No-Build and (2) variations of four-lane urban design and four-lane rural design "Build" alternatives involving reconstruction and capacity expansion of TH 14 along the existing highway corridor, including individual or combined bypass alignments north of Courtland and south of Nicollet.

The "Trunk Highway 14 West Interregional Corridor North Mankato to New Ulm Scoping Document/Draft Scoping Decision Document" was published in March 2003. A press release was published to inform the public of the document's availability. Copies of the scoping document were distributed to agencies, interested persons and libraries for review to aid in identifying issues and analyses to be contained in the EIS. A thirty-day comment period for review of the document was provided to afford an opportunity for all interested persons, agencies and groups to comment on the proposed action. A public scoping meeting was also held during the comment period. Public notice was given for the time and place of the meeting. The scoping comment period closed on May 2, 2003. At the time of publication of the scoping document, there was uncertainty as to the immediate completion of an EIS for this project due to a lack of funding. However, funding has been identified and, therefore, a Draft EIS will be prepared based on the outcome of and closely following the scoping process. The Draft EIS will be available for

agency and public review and comment. In addition, a public hearing will be held following completion of the Draft EIS. Public Notice will be given for the time and place of the public hearing on the Draft EIS. Coordination has been initiated and will continue with appropriate Federal, State and local agencies and private organizations and citizens who have previously expressed or are known to have an interest in the proposed action. 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: May 27, 2003.

Stanley M. Graczyk,

Project Development Engineer, Federal Highway Administration, St. Paul, Minnesota.
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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2003-15154; Notice 1]

General Motors North America, Receipt of Application for a Decision of Inconsequential Noncompliance

General Motors North America (GM), has determined that certain 2003 model year Silverado/Sierra pickup trucks, Tahoe/Suburban/Escalade sport utility vehicles, and Savanna/Express vans do not comply with either S5.3.3(a) of Federal Motor Vehicle Safety Standard (FMVSS) No. 105, or S5.5.3 of FMVSS No. 135, whichever standard is applicable based on gross vehicle weight rating.

Pursuant to 49 U.S.C. 30118(d) and 30120(h), GM has petitioned for a determination that the noncompliance is inconsequential to motor vehicle safety and has filed an appropriate report pursuant to 49 CFR 573, "Defect and Noncompliance Reports."

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

exercise of judgment concerning the merits of the application.

A total of approximately 251,000 vehicles are involved. Specifically, the red "BRAKE" telltale, if illuminated, will be extinguished for the duration of an Antilock Brake System (ABS) activation event that involves the front wheels. Stated briefly, the "BRAKE" telltale will not be illuminated while ABS is modulating the front brakes.

GM considers the momentary deactivation of the "BRAKE" telltale while ABS is cycling to be inconsequential to motor vehicle safety for the following reasons:

The owner's manual of the noncompliant vehicles includes the following text regarding the "BRAKE" telltale:

If the light comes on while you are driving, pull off the road and stop carefully. You may notice that the pedal is harder to push. Or, the pedal may go closer to the floor. It may take longer to stop. If the light is still on, have the vehicle towed for service.

The instructions and caution are intended to prompt drivers to take immediate corrective action when the "BRAKE" telltale is illuminated, thereby minimizing any likelihood that the vehicle will experience ABS cycling subsequent to initial illumination of the telltale.

S5.3.4 of FMVSS 105 allows the subject "BRAKE" telltale to be "steady burning or flashing." The corresponding language in S5.5.4 of FMVSS 135 is "continuous or flashing". This explicit regulatory allowance for flashing demonstrates that momentary absence of telltale illumination is not per se a safety issue.

The "BRAKE" and "ABS" telltales on the subject vehicles otherwise comply with all applicable provisions of S5.3 of FMVSS 105 and S5.5 of FMVSS 135. The noncompliance is limited in scope to the single word "whenever" in S5.3.3(a) of FMVSS 105 or S5.5.3 of FMVSS 135. GM is not aware of any crashes, injuries, owner complaints or field reports related to this condition.

Interested persons are invited to submit written data, views, and arguments on the application described above. Comments must refer to the docket and notice number cited at the beginning of this notice and be submitted to: U.S. Department of Transportation, Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC, 20590. It is requested, but not required, that two copies of the comments be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. Comments may be submitted electronically by logging onto

the Dockets Management System Web site at <<http://dms.dot.gov>>. Click on "Help" to obtain instructions for filing the document electronically.

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 possible. 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: July 7, 2003.

(49 U.S.C. 301118, 301120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: June 2, 2003.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. 03-14220 Filed 6-4-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-98-4957]

Pipeline Safety: Revision of Natural Gas Distribution Incident and Annual Report Forms

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice and request for comments on revision of Information Collection OMB 2137-0522.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, RSPA's Office of Pipeline Safety (OPS) is publishing its intention to revise forms RSPA F 7100.1, Incident Report For Gas Distribution Systems, and RSPA F 7100.1-1, Annual Report For Gas Distribution Systems, and the Instructions for those forms. The purpose of this notice is to request public comment on the proposed changes in the forms and on the information collection burden.

DATES: Comments on this notice must be received on or before August 4, 2003.

ADDRESSES: You may submit written comments by mail or delivery to the Dockets Facility, U.S. Department of Transportation (DOT), Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. The Dockets facility is open from 10 a.m. to 5 p.m., Monday through Friday, except federal holidays. Comments should identify the docket number of this notice, RSPA-98-4957. You should submit the original and one copy. If you wish to receive

confirmation of receipt of your comments, you must include a stamped, self-addressed postcard.

You may also submit or review comments electronically by accessing the Docket Management System's home page at <http://dms.dot.gov>. Click on "Help & Information" for instructions on how to file a document electronically. All written comments should identify the docket and notice numbers stated in the heading of this notice.

Comments are invited on: (a) The need for the proposed collection of information for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information including the validity of the methodology and assumptions used; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques.

The forms are available for review in Docket No. RSPA-98-4957.

FOR FURTHER INFORMATION CONTACT: Roger Little by telephone at 202-366-4569, by fax at 202-366-4566, by mail at DOT, RSPA, OPS 400 Seventh Street, SW., Room 7128, Washington, DC, 20590, or by e-mail at roger.little@rspa.dot.gov.

SUPPLEMENTARY INFORMATION:

Background: RSPA/OPS collects information on distribution pipeline incidents as part of its efforts to minimize natural gas distribution pipeline failures. The revised forms request additional information concerning the characteristics of an operator's pipeline system. This information is needed to "normalize" incident information for safety trend analysis. The process of making elements of data comparable for comparison purposes (as in finding a common denominator, for example) is known as "normalizing" the data. The requirements for reporting incidents are found in 49 CFR part 191. The regulations require submission of the natural gas distribution annual report form by March 15 of each year for the preceding year's operations. Reports on distribution incidents must be submitted to RSPA/OPS in writing within 30 days of the incident's occurrence.

Natural gas distribution incident and annual reports are important tools for

identifying safety trends in the gas pipeline industry. The National Transportation Safety Board (NTSB), DOT's Office of the Inspector General and General Accounting Office have urged RSPA/OPS to revise the information collected on the natural gas distribution pipeline incident and annual report forms.

NTSB Safety Recommendation P-96-1 urges RSPA/OPS to:

* * * develop within 1 year and implement within 2 years a comprehensive plan for the collection and use of gas and hazardous liquid pipeline accident data that details the type and extent of data to be collected, to provide the Research and Special Programs Administration with the capability to perform methodologically sound accident trend analyses and evaluations of pipeline operator performance using normalized accident data.

RSPA/OPS worked with representatives of the American Gas Association (AGA) to revise the natural gas distribution incident and annual report forms to make the information collected more useful to industry, government, and the public. RSPA/OPS also received suggestions for improvements from the National Association of Pipeline Safety Representatives, which represents state pipeline safety offices. State pipeline safety offices conduct safety inspections of natural gas distribution operators' records and facilities. They rely on report information for safety trending and inspection targeting.

The improvements to the natural gas distribution incident and annual report forms are necessary to address deficiencies in the current information collection. The form features more incident cause categories, impacts, failure mechanisms, locations, and other details about natural gas pipeline distribution incidents. The information derived from use of the form will make pipeline safety statistics more useful and more meaningful.

The proposed natural gas distribution operator annual report asks for pipeline mileage by decade installed. From 1970 through 1984, RSPA/OPS had a category for mileage by decade installed on the natural gas distribution operator annual report but the category was removed after the passage of the Paperwork Reduction Act.

Proposed Revision to Information Collection

Abstract: The forms to be revised are two of the four gas pipeline reporting forms authorized by Information Collection OMB 2137-0522, "Incident and Annual Reports for Gas Operators." The proposed revisions represent the