

BILLING CODE 4910-57-C

Appendix A—FTA Regional Offices

Region 1: Richard H. Doyle, Regional Administrator, Cambridge, MA 02142-1093, Tel. 617-494-2055, Fax 617-494-2865.

Region 2: Letitia Thompson, Regional Administrator, New York, NY 10004-1415, Tel. No. 212-668-2170, Fax 212-668-2136.

Region 3: Herman Shipman, Deputy Regional Administrator, Philadelphia, PA 19103-4124, Tel. 215-656-7100, Fax 215-656-7100.

Region 4: Hiram J. Walker, Regional Administrator, Atlanta, GA 30303, Tel. 404-562-3500, Fax 404-562-3505.

Region 5: Joel P. Ettinger, Regional Administrator, Chicago, IL 60606, Tel. 312-353-2789, Fax 312-886-0351.

Region 6: Robert C. Patrick, Regional Administrator, Fort Worth, TX 76102, Tel. 817-978-0550, Fax 817-978-0575.

Region 7: Mokhtee Ahmad, Regional Administrator, Kansas City, MO 64106, Tel. 816-329-3920, Fax 816-329-3921.

Region 8: Lee O. Waddleton, Regional Administrator, Denver, CO 80202-5120, Tel. 303-844-3242, Fax 303-844-4217.

Region 9: Leslie T. Rogers, Regional Administrator, San Francisco, CA 94105-1926, Tel. 415-744-3133, Fax 414-744-2726.

Region 10: Rick Krochalis, Regional Administrator, Seattle, WA 98174-1002, Tel. 206-220-7954, Fax 206-220-7959.

[FR Doc. 04-12544 Filed 6-2-04; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration**

[Docket No. NHTSA-2001-9663]

Notice of Workshop on Headlamp Safety Metrics; Balancing Visibility and Glare

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of workshop on Headlamp Safety Metrics; Balancing Visibility and Glare.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) will conduct a technical workshop to discuss the current state of knowledge regarding the development and use of safety-related metrics for evaluating forward lighting systems. A diverse group of automotive lighting, vision, and safety experts will be invited to make presentations regarding their views and research on this topic. The presentations will focus on approaches for developing safety-related metrics as a basis for evaluating and quantifying the tradeoff between glare and visibility needed to enhance nighttime driving safety and mobility for all road users. The workshop participants will discuss what

steps can be taken in terms of research for evaluating the safety impact of new lighting technologies.

DATE AND TIME: The workshop will be held on July 13, 2004, from 8:30 a.m. to 5 p.m.

ADDRESSES: The workshop will be held at the Capitol Holiday Inn, Discovery Ball Room, 550 C Street, SW., Washington, DC 20024.

FOR FURTHER INFORMATION CONTACT: If you are interested in attending, please register for the workshop by contacting Jenny O'Rourke by July 2, 2004, at (202) 366-4850 or

Jennifer.O'Rourke@nhtsa.dot.gov. Please note that the attendance will be limited to the first 50 registrants due to space limitations. For technical questions, contact Michael Perel, Office of Vehicle Safety Research, at (202) 366-5675 or *Mike.Perel@nhtsa.dot.gov*.

SUPPLEMENTARY INFORMATION:

Technology advances in automotive forward lighting may help drivers see further, but can also increase glare that could affect the safe mobility of other drivers. This glare may be not only bothersome, but possibly detrimental to safety. Existing regulations for automotive lighting have been developed to balance the visibility benefits with the glare consequences based on older filament lamp technologies. New, more efficient light sources and advanced optics may alter this balance. To evaluate the tradeoffs between visibility and glare, metrics are needed that represent the safety impact of forward lighting photometric performance.

The workshop is primarily intended for technical experts in the fields of driving performance, vehicle lighting, and vision. Through a combination of invited lectures and group discussions among attendees, a dialogue will be started to help define glare and visibility and to identify useful approaches for developing metrics and safety limits. This workshop will not address changes to NHTSA policies or regulations regarding glare. Topics will include: Physiology of the visual system, visual requirements for driving, new forward lighting technologies, and measuring the impact of forward lighting on safety.

The handouts and other information presented at the workshop will be available for public inspection in the DOT Docket in Washington, DC, within 3 weeks after the meeting. Copies of the materials will be available at ten cents a page upon request to DOT Docket, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. The DOT Docket is open to the public from 10 a.m. to 5 p.m. The material may also be

accessed electronically at *http://dms.dot.gov*, at Docket No. NHTSA-02-13957.

The handouts and other information presented at the workshop will also be available on NHTSA's Web site at URL *http://www.nrd.nhtsa.dot.gov/departments/nrd-01/presentations/presentations.html*.

Should it be necessary to cancel the meeting due to inclement weather or any other emergencies, a decision to cancel will be made as soon as possible and posted immediately on NHTSA's Web site at URL *http://www.nhtsa.dot.gov/nhtsa.announce/meetings/*. If you do not have access to the Web site, you may call for information at the contact listed above and leave your telephone or telefax number. You will be contacted only if the meeting is canceled.

Issued on: May 26, 2004.

Joseph N. Kanianthra,

Associate Administrator for Vehicle Safety Research.

[FR Doc. 04-12500 Filed 6-2-04; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration**

[Docket No. NHTSA-2004-17901; Notice 1]

Yokohama Tire Corporation, Receipt of Petition for Decision of Inconsequential Noncompliance

Yokohama Rubber Co., Ltd. of Tokyo Japan has determined that certain tires that it manufactured in 2000 do not comply with S4.3(c) of 49 CFR 571.109, Federal Motor Vehicle Safety Standard (FMVSS) No. 120, "New pneumatic tires." Yokohama Tire Corporation (Yokohama) on behalf of Yokohama Rubber Co., Ltd. has filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports."

Pursuant to 49 U.S.C. 30118(d) and 30120(h), Yokohama has petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of Yokohama's petition 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 petition.

Yokohama Rubber Co., Ltd. produced size 185R14 8PR Y356 tires during 2002 whose load range is "D" but are incorrectly labeled on the tire sidewall

as having a load range "C," adjacent to the correct ply rating "D." Therefore, they do not comply with FMVSS No. 109 S4.3(c), which requires that "each tire shall have permanently molded into or onto both sidewalls * * * (c) Maximum load rating." Although 424 tires were manufactured with the incorrect load range, 294 of the tires were found and quarantined to prevent sales and distribution. However 130 tires are unaccounted for and are considered distributed and sold into the United States market. It is these 130 tires that are the subject of this petition.

Yokohama believes that the noncompliance is inconsequential to motor vehicle safety and that no corrective action is warranted. Yokohama states that reliance upon the misbranding of load range "C" would not pose any threat to motor vehicle safety since the tire's actual carrying capability by specification is load range "D." "The tires' true capability exceeds that of * * * operating if the 'C' load range designation is used by the customer to determine load capacity and inflation."

Interested persons are invited to submit written data, views, and arguments on the petition described above. Comments must refer to the docket and notice number cited at the beginning of this notice and be submitted by any of the following methods. Mail: Docket Management Facility, U.S. Department of Transportation, Nassif Building, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC. 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. except Federal holidays. Comments may be submitted electronically by logging onto the Docket Management System Web site at <http://dms.dot.gov>. Click on "Help" to obtain instructions for filing the document electronically. Comments may be faxed to 1-202-493-2251, or may be submitted to the Federal eRulemaking Portal: go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

The petition, supporting materials, and all comments received before the close of business on the closing date indicated below will be filed and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the extent possible. When the petition is granted or denied, notice of the decision will be published

in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: July 6, 2004.

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

Issued on: May 27, 2004.

Kenneth N. Weinstein,

Associate Administrator for Enforcement.

[FR Doc. 04-12616 Filed 6-2-04; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-303 (Sub-No. 26X)]

Wisconsin Central Ltd.—Abandonment Exemption—in Ashland County, WI

Wisconsin Central Ltd. (WCL)¹ has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon a 0.48-mile line of railroad from milepost 435.35 on Ashland's lakefront and traveling 2,552 feet to a point where it connects to a private spur that used to serve C. Reiss Coal Company in Ashland, Ashland County, WI. The line traverses United States Postal Service Zip Code 54806.

WCL has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic to be rerouted; (3) no formal complaint filed by a user of rail service on the line (or by a State or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental report), 49 CFR 1105.8 (historic report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this

¹ WCL is a Class I common carrier which owns and operates approximately 1,800 miles of rail line in four Upper Midwestern states. WCL also is a wholly owned subsidiary of Canadian National Railway Company.

exemption will be effective on July 3, 2004, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,² formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),³ and trail use/rail banking requests under 49 CFR 1152.29⁴ must be filed by June 14, 2004. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by June 23, 2004, with: Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to WCL's representative: Michael J. Barron, Jr., 17641 S. Ashland Avenue, Homewood, IL 60430-1345.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

WCL has filed an environmental report which addresses the abandonment's effects, if any, on the environmental and historic resources. SEA will issue an environmental assessment (EA) by June 8, 2004. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423-0001) or by calling SEA, at (202) 565-1539. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.] Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), WCL shall file a notice of consummation with the Board to signify it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by WCL's filing of a notice of consummation by June 3, 2005, and there are no legal or regulatory barriers

² The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

³ Each OFA must be accompanied by the filing fee, which currently is set at \$1,100. See 49 CFR 1102.2(f)(25).

⁴ Each trail use request must be accompanied by the filing fee, which currently is set at \$200. See 49 CFR 1002.2(f)(27).