

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.*

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## **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>.