for a large portion of St. Louis County, including the Metro South Study Area, that is the subject of the planned EIS. At the conclusion of the MTIA, the EWGCC selected a MetroLink light rail transit (LRT) extension as the locally preferred alternative (LPA) in the Metro South Study Area. That LRT extension was planned to extend along a corridor from Lansdowne Avenue south along the Burlington-Northern & Santa Fe Railroad right-of-way past Lindbergh Boulevard, across I–55 to the South County Shopping Center near I–255/270, and then across I–255 and south along the I–55 right-of-way terminating south-east of the I–55 and Butler Hill Road interchange.

However, conditions in the Metro South Study Area have changed since the MTIA was completed in early 1997. For example, a number of large new commercial developments have recently opened or are currently under construction. Therefore, at the outset of the NEPA process, the state and local sponsoring agencies will conduct a Planning Alternatives Analysis to re-establish the project purpose and need consistent with the land use and transportation goals and objectives in the Legacy 2025: Long Range Plan initiative, and to re-examine the alternative transit modes and general alignments that would serve the transportation purpose and need in the Metro South Study Area.

III. Alternatives

The alternatives to be considered currently consist of the No-Action Alternative, Light Rail Transit (LRT) Alternatives, a TSM Alternative, and an Enhanced Bus System Alternative. Any additional reasonable alternatives suggested during scoping that reduce costs or impacts while still serving the transportation purpose and need will also be considered. The LRT Alternatives consist of the LPA from the MTIA described above, and alignment variations designed to serve new developments or to reduce impacts. The No-Action Alternative is the continuation of existing bus service policies in the study area. Under the No-Action Alternative, increases in service would track with increases in demand due to population or employment growth in the area, in accordance with current service policies. The TSM Alternative consists of low-cost mobility improvements that attempt to serve the project purpose and need without building a transit guideway. The Enhanced Bus System Alternative provides additional bus improvements exceeding those of the TSM in cost and possibly including segments of busway or dedicated lanes.

IV. Probable Effects and Potential Impacts for Analysis

At the present time, none of the usual impact categories associated with transit projects can be ruled out. Therefore the study will evaluate all social, economic, and environmental impacts of the alternatives, including land use, zoning, and economic development; cumulative land use impact, land acquisition, displacements, and relocation of existing uses; historic, archaeological, and cultural resources; parklands and recreation areas; neighborhoods and communities; environmental justice; air quality; noise and vibration; contaminated sites; ecosystems; water resources; construction impacts; safety and security; utilities; finance; and transportation impacts. The impacts will be evaluated both for the construction period and for the long-term period of operation of each alternative. Measures to mitigate adverse impacts will be identified.

V. FTA Procedures

Following the scoping process, the alternatives will be evaluated in a Planning Alternatives Analysis that results in the identification of a locally preferred alternative (LPA) by EWGCC. FTA and the project sponsors will then decide which of the alternatives may be eliminated from further review on the basis of the public and agency comments on the Planning Alternatives Analysis and which alternatives must be carried forward for detailed review in the EIS. The alternatives reviewed in the EIS will include, at a minimum, the No-Action Alternative and the LPA. Scoping activities are being initiated at the outset of the Planning Alternatives Analysis to maximize the opportunity for public involvement in the consideration of transit alternatives and reaching decisions about the transportation investments that will be advanced into the EIS for detailed evaluation.

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 conformity requirements of the Clean Air Act, section 404 of the Clean Water Act, Executive Orders 11988, 11990 and 12898 regarding floodplains, wetlands, and environmental justice, respectively, the National Historic Preservation Act, the Endangered Species Act, and section 4(f) of the Department of Transportation Act, will be addressed to the maximum extent practicable during the NEPA process.

Issued on: June 19, 2003.

Mokhtee Ahmad,

Regional Administrator, Federal Transit Administration, Region VII.

[FR Doc. 03–16092 Filed 6–24–03; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on October 23, 2002 (67 FR 65184).

DATES: Comments must be submitted on or before July 25, 2003.

FOR FURTHER INFORMATION CONTACT: Joseph P. Scott at the National Highway Traffic Safety Administration (NHTSA), Office of Crash Avoidance Standards, 202–366–8525. 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: 49 CFR Part 569 & 574, Tires and Rims Labeling.

OMB Control Number: 2127–0503.

Type of Request: Request for public comment on a previously approved collection of information.

Abstract: New tire manufacturers and rim manufacturers must label tires and rims that are used on motor vehicles. Tire manufactures are required to maintain records of tire purchasers. Regulations specify the methods by which retreaders and retreaded tire brand name owners shall identify tires for use on motor vehicles. The methods require that independent tire dealers and distributors record, on registration forms, their names and addresses and

the identification number of the tires sold to tire purchasers and provide the forms to the purchasers, so that the purchasers may report their names to the new tire manufacturers and new tire brand name owners, and by which other tire dealers and distributors shall record and report the names of tire purchasers to the new tire manufacturers and new tire brand name owners.

Affected Public: Business or other for-profit.

Estimated Total Annual Burden: 271,750 hours and $954,000.00.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention NHTSA Desk Officer.

Comments Are Invited On:

- Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility.
- Whether the Department's estimate for the burden of the proposed information collection is accurate.
- Ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued on: June 20, 2003.

Stephen R. Kratzke,

Associate Administrator for Safety Performance Standards.

[FR Doc. 03–16089 Filed 6–24–03; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA–03–14793; Notice No. 03–5]

Safety Advisory: Unauthorized Marking of Compressed Gas Cylinders

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

ACTION: Safety advisory notice.

SUMMARY: This is to notify the public that RSPA is investigating the possible unauthorized marking of high-pressure compressed gas cylinders by ABM Fire Equipment, 73 North Main Street, Milford, NY 13807. RSPA has evidence that suggests ABM Fire Equipment marked, certified and returned to service an undetermined number of high-pressure DOT specification and exemption cylinders as being properly requalified in accordance with the Hazardous Materials Regulations (HMR), when the cylinders may not have been hydrostatically retested and visually inspected.

A hydrostatic retest and visual inspection, conducted as prescribed in the HMR, are used to verify the structural integrity of a cylinder. If the hydrostatic retest and visual inspection are not performed in accordance with the HMR, a cylinder with compromised structural integrity may be returned to service when it should be condemned. Extensive property damage, serious personal injury, or death could result from rupture of a cylinder. Cylinders that have not been requalified in accordance with the HMR may not be charged or filled with compressed gas or other hazardous material and offered for transportation in commerce.

FOR FURTHER INFORMATION CONTACT: Dave Clark, Hazardous Materials Enforcement Specialist, Eastern Region, Office of Hazardous Materials Enforcement, Research and Special Programs Administration, U.S. Department of Transportation, 820 Bear Tavern Road, Suite 306, West Trenton, NJ 08628. Telephone: (609) 989–2256, Fax: (609) 989–2277.

SUPPLEMENTARY INFORMATION: Through its investigation of ABM Fire Equipment, RSPA believes that ABM Fire Equipment marked, certified and returned to service an undetermined number of high-pressure cylinders as having been properly requalified in accordance with the HMR without conducting proper testing of the cylinders. Furthermore, RSPA discovered that ABM Fire Equipment did not maintain any retest or reinspection records for the high-pressure cylinders at issue. In addition, RSPA believes that ABM Fire Equipment marked an undetermined number of cylinders with the Requalification Identification Number (RIN) of another company. The HMR require that a cylinder retester obtain a RIN from RSPA. ABM Fire Equipment has never received authorization from RSPA to requalify high-pressure cylinders. On December 9, 2002, ABM Fire Equipment obtained authorization to requalify low-pressure cylinders under RIN D987.

The high-pressure cylinders in question are stamped with RIN A471 in the following pattern:

A 4
M Y
1 7

M is the month of retest (*e.g.*, 10), and Y is the year of the retest (*e.g.*, 03).

RSPA issued RIN A471 to Automatic Protection Systems Corp., 410 South Enterprise Parkway, Corpus Christi, Texas, on March 24, 1980. Automatic Protection Systems last renewed its RIN on January 25, 2001, and is the only authorized user of that RIN. Cylinders serviced and marked by Automatic Protection Systems of Corpus Christi, Texas are not covered by this safety advisory.

RSPA believes that ABM Fire Equipment routinely marked cylinders with RIN A471, as far back as June 1991. This safety advisory covers all high-pressure cylinders that have ever been marked and certified as having been requalified by ABM Fire Equipment, and all low-pressure cylinders marked as having been requalified by ABM Fire Equipment prior to December 9, 2002. These cylinders may pose a safety risk to the public and should be considered unsafe for use in hazardous materials service. Furthermore, cylinders described in this safety advisory should not be filled with a hazardous material unless the cylinders are first properly retested by a DOT-authorized retest facility.

Cylinders described in this safety advisory that are filled with an atmospheric gas should be vented or otherwise safely discharged, and then taken to a DOT-authorized cylinder retest facility for proper requalification to determine compliance with the HMR and the cylinders' suitability for continuing service. Cylinders described in this safety advisory that are filled with a material other than an atmospheric gas should not be vented, but instead should be safely discharged, and then taken to a DOT-authorized cylinder retest facility for proper requalification to determine compliance with the HMR and the cylinders' suitability for continuing service. Mr. Clark can provide a list of authorized retest facilities in your area, or you may obtain the list at the following Web site: *http://hazmat.dot.gov.* Cylinders described in this safety advisory should not be filled, refilled or used for their intended purposes until they are reinspected and retested by a DOT-authorized retest facility.

RSPA requests that any person possessing a cylinder described in this safety advisory telephone or provide a facsimile to Mr. Clark with the following information for each cylinder: (1) The cylinder manufacturer's name, (2) the serial number of the cylinder, (3) the DOT specification or exemption information marked on the cylinder, (4) the month and year of the last marked requalification by ABM Fire Equipment, and (5) the location of the cylinder.