

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Notice of Meeting of the Industry Sector Advisory Committee on Services (ISAC-13)

AGENCY: Office of the United States Trade Representative.

ACTION: Notice of meeting.

SUMMARY: The Industry Sector Advisory Committee on Services (ISAC-13) will hold a meeting on June 28, 2001, from 9 a.m. to 12 noon. The meeting will be open to the public from 9 a.m. to 9:45 a.m. and closed to the public from 9:45 a.m. to 12 noon.

DATES: The meeting is scheduled for June 28, 2001, unless otherwise notified.

ADDRESSES: The meeting will be held in Conference Room 6057, of the Department of Commerce, located at 14th Street between Pennsylvania and Constitution Avenues, NW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ingrid Mitchem, Acting Designated Officer for ISAC-13, (202) 482-3268, Department of Commerce, 14th Street and Constitution Avenue, NW, Washington, DC 20230 (principal contacts), or myself on (202) 395-6120.

SUPPLEMENTARY INFORMATION: During the meeting the following topics will be addressed:

- Trade Promotion Authority; and
- International Trade Agreements

Heather K. Wingate,

*Assistant United States Trade Representative
for Intergovernmental Affairs and Public
Liaison.*

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BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG 2001-9938]

Merchant Marine Personnel Advisory Committee; Vacancies

AGENCY: Coast Guard, DOT.

ACTION: Request for applications.

SUMMARY: The Coast Guard is seeking applications for appointment to membership on the Merchant Marine Personnel Advisory Committee (MERPAC). MERPAC provides advice and makes recommendations to the Coast Guard on matters related to the training, qualification, licensing, certification, and fitness of seamen serving in the U.S. merchant marine.

DATES: Applications should reach us on or before August 31, 2001.

ADDRESSES: You may request an application form by writing to Commandant (G-MSO-1), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001. Please submit applications to the same address.

FOR FURTHER INFORMATION CONTACT: Commander Brian J. Peter, Executive Director of MERPAC, or Mr. Mark C. Gould, Assistant to the Executive Director, telephone 202-267-0229, fax 202-267-4570.

SUPPLEMENTARY INFORMATION: This notice is available on the Internet at <http://dms.dot.gov>. The application form is available on the Internet at <http://www.uscg.mil/hg/g-m/advisory/index.htm>. You may also obtain an application by calling Mr. Mark Gould at (202) 267-0229; by e-mailing him at mgould@comdt.uscg.mil; by faxing him at (202) 267-4570; or by writing him at the location in **ADDRESSES** above.

MERPAC is chartered under the Federal Advisory Committee Act, 5 U.S.C. App. 2. It provides advice and makes recommendations to the Assistant Commandant for Marine Safety and Environmental Protection, on matters of concern to seamen serving in our merchant marine such as implementation of the international Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW), as amended and activities of regional examination centers.

MERPAC meets at least twice a year, once at Coast Guard Headquarters, Washington, DC, and once elsewhere in the country. Its subcommittees and working groups may also meet to consider specific tasks as required.

The Coast Guard will consider applications for six positions that expire or become vacant in January 2002. It needs applicants with one or more of the following backgrounds to fill the positions:

- (a) Licensed Deck Officer.
- (b) Managerial employee of a shipping company.
- (c) Licensed Engineer.
- (d) Unlicensed Member of the Deck Department.
- (e) Marine Educator associated with a Federal or State maritime academy.
- (f) Pilot.

Each member serves for a term of 3 years. No member may serve more than two consecutive 3-year terms. MERPAC members serve without compensation from the Federal Government; however, they do receive travel reimbursement and per diem.

In support of the policy of the Department of Transportation on gender and ethnic diversity, the Coast Guard

encourages applications from qualified women and members of minority groups.

If you are selected as a member who represents the general public, we will require you to complete a Confidential Financial Disclosure Report (OGE Form 450). Neither the report nor the information it contains may be released to the public, except under an order issued by a Federal court or as otherwise provided under the Privacy Act [5 U.S.C. 552a].

Dated: June 12, 2001.

Joseph J. Angelo,

*Director of Standards, Marine Safety and
Environmental Protection.*

[FR Doc. 01-15660 Filed 6-21-01; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Seattle, Washington

AGENCY: Federal Highway Administration (FHWA), USDOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public, Tribes, and agencies that an environmental impact statement will be prepared for a proposed highway project in Seattle, King County, Washington.

FOR FURTHER INFORMATION CONTACT: Jim Leonard, FHWA, 711 South Capitol Way, Suite 501, Olympia, Washington, 98501 (telephone 360-753-9408); Carroll Hunter, WSDOT Office of Urban Mobility, 401 Second Avenue South, Suite 300, Seattle, WA 98104-2887 (telephone 206-464-6231), and Kristen Nielsen, City of Seattle, 600 Fourth Avenue, Suite 401, Seattle, WA 98140-1879 (telephone 206-684-0983).

SUPPLEMENTARY INFORMATION: The FHWA, the Washington State Department of Transportation (WSDOT), and the City of Seattle will prepare an environmental impact statement (EIS) to document the environmental consequences for alternative solutions to improve the existing SR 99 corridor now partially served by the Alaskan Way Viaduct located in downtown Seattle, King County, Washington. The proposed action would provide a facility with improved earthquake resistance that maintains or improves mobility for people and goods along the existing SR 99 Corridor. The proposed action would involve improvements to the existing 2-mile viaduct structure or construction of a new facility. The southern terminus of the project would

be the First Avenue South Bridge. The north terminus would be north of the existing Battery Street Tunnel and will be determined after project scoping to (1) not preclude a possible connection to the south Lake Union vicinity (the Mercer Street Corridor connection to Interstate 5), (2) not preclude a possible realignment of the SR 99 corridor, and (3) not preclude using the existing Battery Street Tunnel and existing Alaskan Way Viaduct facilities.

Improvement to the corridor are considered necessary because the age, design, and location of the existing viaduct make it vulnerable to soil liquefaction and could render the structure unusable in a strong earthquake. Built in the 1950's, the viaduct does not meet current seismic standards. Damage sustained to the structure during a February 2001 earthquake compounded its seismic vulnerability. The structure also does not meet current roadway design standards for lane widths, shoulders, and ramp sight distances and tapers, which contribute to the number and severity of traffic accidents. Four areas along this section of SR 99 are designated High Accident Locations (HAL). The SR 99 Alaskan Way Viaduct is one of two primary north-south limited access routes through downtown Seattle, and is a vital link in the region's roadway system.

Although alternatives have not yet been identified, preliminary alternatives under early consideration include: taking no action, seismic retrofit of the existing structure, in-kind replacement of the current structure, replacement with a new elevated structure of a different configuration, replacement with a tunnel, removal of the viaduct and reconfiguration of the surface street system, adding transit capacity, or combinations of these solutions. The list of alternatives to be addressed in the EIS will be finalized after scoping has occurred.

Letters soliciting comments on the scope of the EIS and describing the purpose, need, and potential alternatives will be sent to appropriate Federal, State, and local agencies, Tribes, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Two meetings will be held to identify the scope of issues to be addressed, the major impacts, and the potential alternatives. Both meetings will be conducted on June 28, 2001, at the Mountaineers Club, Olympus Room, 300 Third Avenue West, Seattle, Washington. The first meeting, from 1:00 to 4:00 p.m., will focus on input from agencies and Tribes. The second

meeting, from 5:00 to 8:00 p.m., will primarily be for the public. Written scoping comments may be submitted to Carol Hunter (WSDOT) at the address provided above and are requested by July 12, 2001. In addition, a public hearing will be held following circulation of the draft EIS.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this action and the EIS should be directed to FHWA or WSDOT or the City of Seattle at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning, and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: June 18, 2001.

James A. Leonard,

Urban Transportation and Environmental Engineer, Olympia, Washington, for the Division Administrator.

[FR Doc. 01-15730 Filed 6-21-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2000-7739; Notice 2]

Utilimaster Corporation; Denial of Application for Decision of Inconsequential Noncompliance

Utilimaster Corporation (Utilimaster) has determined that some of its vehicles do not comply with some requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 108, "Lamps, Reflective Devices, and Associated Equipment," and has filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports." Utilimaster 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.

Notice of receipt of the application was published in the **Federal Register** on August 14, 2000 (65 FR 49631). Opportunity was afforded for public comment until September 13, 2000. No public comments were received.

Table 1 of FMVSS No. 108, lists motor vehicle lighting equipment, other than headlamps, required for multipurpose passenger vehicles, trucks, trailers, and buses of 80 or more inches in overall

width. The requirements for clearance and identifications are contained in Society of Automotive Engineers (SAE) Standard J592e, "Clearance, Sidemarkers, and Identification Lamps," July 1972, which is incorporated by reference in FMVSS No. 108. SAE J592e requires that these lamps provide at least 0.62 candela at 10 degrees down and 45 degrees to the left and right.

Utilimaster determined that, between September 30, 1997 and October 6, 1999, it produced 2,730 walk-in van trucks that do not comply with the aforementioned photometric requirements. These trucks have light emitting diode (LED) front clearance and identification lamps mounted at a 30 degree off-vertical set-back position. The photometric noncompliances were as much as 69 percent below the minimum requirement.

Utilimaster supports its application for inconsequential noncompliance by stating that the lighting array and coverage of the clearance, identification, side marker and parking lamps on the subject vehicles provide (and even exceed) the requisite outboard visibility under FMVSS No. 108 on a systems basis. Although the clearance and identification lamps on the subject vehicles do not meet two requirements in the standard, the petitioner believes that the system of lighting as installed on these vehicles meets the standard's intent of providing a visually safe vehicle. It bases its position on the fact that the company is using a front turn signal and parking lamp that is actually designed to meet the greater photometric angles required of turn signal and clearance lamp applications.

More specifically, the front turn signal and parking lamps mounted on each side of the front of the walk-in vans provide light out to a 45-degree angle both left and right. The light intensity at these greater angles (45 degrees) is 50 percent greater than that required for clearance lamps (0.93 cd minimum compared with 0.62 cd minimum required). In addition, these front turn signal/parking lamps are mounted low on the subject vehicles so that the light output covers the lower angles where the clearance and identification lamps are deficient. Further, the front side marker lamps cover the 45 degree to the front to 45 degree to the rear, downward angles of light, so that there is no degradation of visibility to the side of the vehicle. The light from the side marker lamps exactly parallels the outboard light from the parking lamps.

Utilimaster believes that the noncompliance in no way compromises the safety of vehicles on which the clearance and identification lamps have