

**SUPPLEMENTARY INFORMATION:** The FHWA, Mississippi Division Office will serve as the lead Federal agency for this project while the Mississippi Department of Transportation (MDOT) will serve as joint lead agency. The FHWA, in cooperation with MDOT, will prepare an Environmental Impact Statement (EIS) to study potential improvements to the existing State Route 22 (SR 22) corridor. This 40-mile long corridor will be upgraded to Interstate standards. It has logical termini near Canton, MS in Madison County on Interstate 55 and near Edwards, MS on Interstate 20 in Hinds County.

The purpose of the EIS is to address the transportation, environmental, and safety issues of such a transportation corridor. The improved connection will improve mobility and access throughout the Jackson metropolitan area and support economic activity. The highway is proposed as a full control of access facility, and appropriate interchanges will be studied at various locations. Alternatives under consideration include (1) taking no action and (2) build alternatives.

The FHWA and MDOT are seeking input as a part of the scoping process to assist in determining and clarifying issues relative to this project. Letters describing the proposed action and soliciting comments will be sent to appropriate federal, state, and local agencies, Native American tribes, private organizations and citizens who have previously expressed or are known to have interest in this proposal. A formal scoping meeting with federal, state, and local agencies, and other interested parties will be held in the near future. Public involvement meetings will be held during the EIS process. The draft EIS will be available for public and agency review and comment prior to the official public hearing.

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.

**Andrew H. Hughes,**

*Federal Highway Administration, Division Administrator, Mississippi Division, Jackson, Mississippi.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### National Safe Routes to School Task Force to the Secretary of Transportation

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of meetings of advisory committee.

**SUMMARY:** This document announces two meetings of the National Safe Routes to School Task Force to the Secretary of Transportation. These are the third and fourth meetings of the Task Force. The purpose of the Task Force is to advise the Secretary of Transportation, through the Federal Highway Administration (FHWA) Office of Safety, on strategies to advance Safe Routes to School (SRTS) Programs nationwide and to encourage children, including those with disabilities, to walk and bicycle to school pursuant to section 1404(h) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59, Aug. 10, 2005). These meetings are open to the public and will have time allocated for public testimony. The public is welcome to present written or oral comments to the Task Force.

**DATES:** The third meeting of the Task Force is scheduled for 8:30 a.m. to 5 p.m., m.t., on September 25, and for 8:30 a.m. to 12:30 p.m., m.t., on September 26, 2007. The fourth meeting is scheduled for 8:30 a.m. to 5 p.m., e.t., on November 15, and for 8:30 a.m. to 12:30 p.m., e.t., on November 16, 2007.

**ADDRESSES:** The third meeting will be held at the Warwick Hotel, 1776 Grant Street, Denver, CO 80203. The fourth meeting will be held at The Holiday Inn Capitol, 550 C Street, SW., Washington, DC 20024.

**FOR FURTHER INFORMATION CONTACT:** Mr. Tim Arnade, the Designated Federal Official, Safe Routes to School Program Manager, FHWA Office of Safety Programs, (202) 366-2205 (*Tim.Arnade@dot.gov*); Federal Highway Administration, 1200 New Jersey Ave., SE., Washington, DC 20590.

#### SUPPLEMENTARY INFORMATION:

##### Background

Section 1404 of SAFETEA-LU required the Secretary of Transportation to establish a Safe Routes to School (SRTS) Program. The purpose of the program is to enable and encourage children, including those with disabilities, to walk and bicycle to school and to make bicycling and

walking to school a safer and more appealing transportation alternative. Section 1404(h) requires the establishment of a National SRTS Task Force. These two meetings are the third and fourth meetings of the Task Force. The first two meetings were held in Washington, DC. The first was held on January 11, 2007, and the second was held on April 19, 2007. Complete minutes from these two meetings are posted on the Web site listed below.

The agenda for the third and fourth meetings will include discussion of strategies to advance SRTS programs nationwide and discussion of a draft report to the Secretary of Transportation.

For the third meeting (in Denver), public comments will be taken at approximately 2:45 p.m., m.t., on September 25. For the fourth meeting (in Washington, DC), public comments will be taken at approximately 2:45 p.m., e.t., on November 15. Further information about the Task Force can be found at [http://www.saferoutesinfo.org/task\\_force/](http://www.saferoutesinfo.org/task_force/). Once a detailed agenda is developed, it will be posted on this Web site. Please note, agenda items are subject to change as priorities dictate.

#### Conclusion

The third meeting of the National Safe Routes to School Task Force will be held at the Warwick Hotel, 1776 Grant Street, Denver, CO 80203, from 8:30 a.m. to 5 p.m., m.t., on September 25 and from 8:30 a.m. until 12:30 p.m., m.t., on September 26, 2007. The fourth meeting of the National Safe Routes to School Task Force will be held at the Holiday Inn Capitol, 550 C Street, SW., Washington, DC 20024, from 8:30 a.m. to 5 p.m., e.t., on November 15 and from 8:30 a.m. until 12:30 p.m., e.t., on November 16, 2007.

(Authority: Section 1404(h), Pub. L. 109-59; 5 U.S.C., App. II § 1)

Issued on: August 3, 2007.

**J. Richard Capka,**

*Federal Highway Administrator.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

#### Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**TIME AND DATE:** September 13, 2007, 11 a.m. to 2 p.m., Eastern Daylight Time,

and September 20, 2007, 11 a.m. to 2 p.m., Eastern Daylight Time.

**PLACE:** These meetings will take place telephonically. Any interested person may call Mr. Avelino Gutierrez at (505) 827-4565 to receive the toll free numbers and pass codes needed to participate in these meetings by telephone.

**STATUS:** Open to the public.

**MATTERS TO BE CONSIDERED:** The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

**FOR FURTHER INFORMATION CONTACT:** Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827-4565.

Dated: August 7, 2007.

**William A. Quade,**

*Associate Administrator for Enforcement and Program Delivery.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 2006-26281; Notice 2]

#### The Braun Corporation; Denial of Petition for Decision of Inconsequential Noncompliance

The Braun Corporation (Braun) has determined that certain wheelchair lifts it produced in 2005 through 2006 do not comply with paragraph S6.1.3 of 49 CFR 571.403, Federal Motor Vehicle Safety Standard (FMVSS) No. 403, *Platform Lift Systems for Motor Vehicles*. Pursuant to 49 U.S.C. 30118(d) and 30120(h), Braun has petitioned for a determination that this noncompliance is inconsequential to motor vehicle safety and has filed an appropriate report pursuant to 49 CFR Part 573, *Defect and Noncompliance Responsibility and Reports*. Notice of receipt of a petition was published, with a 30-day public comment period, on December 13, 2006, in the **Federal Register** (71 FR 74994). The National Highway Traffic Safety Administration (NHTSA) received no comments. To view the petition and all supporting documents, go to: <http://dms.dot.gov/search/searchFormSimple.cfm> and enter Docket No. NHTSA-2006-26281.

For further information on this decision, contact Ms. Theresa Lacuesta,

Office of Vehicle Safety Compliance, NHTSA, telephone (202) 366-2319, facsimile (202) 493-0073.

Affected are a total of approximately 12,940 model NL, NCL, and NVL platform lifts produced by Braun between July 6, 2005 and July 19, 2006. Specifically, paragraph S6.1.3 of FMVSS No. 403 requires:

A visual and audible warning must activate if the platform is more than 25 mm (1 inch<sup>1</sup>) below the platform threshold area and portions of a passenger's body or mobility aid is on the platform threshold area defined in S4 when tested in accordance with S7.4.

The threshold warning systems of the noncompliant lifts are unable to detect occupancy throughout the entire platform threshold area defined in paragraph S4. Braun has corrected the problem that caused these errors so that they will not be repeated in future production.

Braun asserts that the noncompliance is inconsequential to motor vehicle safety and that no corrective action is warranted. Braun explains that "the sensitivity of the system used to detect occupancy has been found to be diminished through the center of the threshold area." Braun also states:

[I]t is virtually impossible for a wheelchair to transit the entire depth of the threshold warning area without triggering the warning. \* \* \* [A] rolling wheelchair cannot conceivably get to an area of attenuated threshold sensitivity without first triggering the warning. In addition, the rolling wheelchair cannot conceivably roll off the outer end of the threshold warning area without again triggering the warning.

#### NHTSA Decision

NHTSA initially detected this noncompliance. In NHTSA's tests, the wheelchair test device could be positioned in a significant portion of the platform threshold area without Braun's warning system recognizing its presence, i.e., a warning failed to activate under the conditions of paragraph S6.1.3. (The area in which the presence of the test device was not detected is characterized in this notice as a "dead zone" for clarity.)

Braun's petition is based on two incorrect premises, i.e., that only passengers in wheelchairs are protected by the standard, and that the "dead zone" in the threshold area does not present a safety risk.

The wheelchair test device specified in FMVSS No. 403 should not be interpreted as an indication that the

<sup>1</sup> S6.1.3 states that the warning must activate if the platform is more than 25 mm below the threshold warning area, but it may activate when the platform is at a lesser dimension (e.g., 20 mm below the platform threshold area).

threshold warning requirements are only intended to protect passengers in mobility aids fitting that description. The safety standard's Scope section states as follows:

This standard specifies requirements for platform lifts used to assist persons with limited mobility in entering or leaving a vehicle.

More important, the standard itself requires activation of a warning if portions of a passenger's body or mobility aid are on the threshold area (S6.1.3). Therefore, the relevant risks include those to persons whose body part and/or mobility device (e.g., a cane) may move directly to the "dead zone" of the threshold area without touching the perimeter of that area. When NHTSA published the standard at 65 FR 46238, it recognized that all types of mobility aids including all designs of manual and powered wheelchairs, scooters, and other devices are used as seats on motor vehicles. Furthermore, at 67 FR 79421, NHTSA indicated that it believes the threshold warning system should reasonably detect the weight of any occupant in a mobility device as well as unattended standing passengers. The standard specifies that the threshold warning system be tested by placing one front wheel of an unloaded wheelchair test device on any portion (including the center) of the threshold warning area without first transiting the perimeter of the threshold area. This weight of one front wheel is considered to be representative of the minimum force exerted by a wheelchair or half the weight of a small child using the lift unattended. Therefore, this test assures that a warning is provided to all standing passengers, including those who may be aided by canes and walkers, and who step into or are standing in the platform threshold area, as well as, persons seated in wheelchairs, scooters and other mobility aids that roll through the threshold area.

Braun suggests that it is virtually impossible for a wheelchair to transit the entire depth of the platform threshold area without triggering the required warning and supports that premise by stating that a rolling wheelchair cannot conceivably get to an area of attenuated threshold sensitivity without first triggering the warning. Braun indicates that, as a result, the noncompliance presents an inconsequential risk.

However, the standard requires that the alarm be activated when the test device is placed on "any portion" of the threshold area (S7.4.2), and there is good reason for that requirement. NHTSA's tests demonstrated that the warning would only be activated as the