

application in person at the Blue Grass Airport.

Issued in Memphis, Tennessee, on January 5, 1995.

**Peggy S. Kelley,**

*Manager, Airports District Office, Southern Region.*

[FR Doc. 95-698 Filed 1-11-95; 8:45 am]

BILLING CODE 4910-13-M

## Federal Highway Administration

### Environmental Impact Statement: Hawaii County, HI

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

**ACTION:** Notice of Intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Hawaii County, Hawaii.

**FOR FURTHER INFORMATION CONTACT:** Michael A. Cook, Division Administrator, Federal Highway Administration, Box 50206, 300 Ala Moana Boulevard, Honolulu, Hawaii 96850, Telephone: (808) 541-2700.

**SUPPLEMENTARY INFORMATION:** The FHWA in cooperation with the Hawaii Department of Transportation and the County of Hawaii Department of Public Works will prepare an environmental impact statement (EIS) for a proposed widening and extension of a portion of Hawaii State Highway 2000, Puainako Street. The proposed project will provide a highway connection between the Saddle Road (State Highway 200) and State Highway 11. The project entails (1) realignment and widening of the existing Puainako Street from 2 to 4 lanes; and (2) construction of a 2-lane (future 4-lane), 4.6-mile extension of Puainako Street from Komohana Street, in a westerly direction, to Country Club Road in Kaumana.

The purpose of this project is to improve arterial traffic flow of the State Highway System by providing a direct link between the existing Puainako Street (Highway 2000) and the Saddle Road (Highway 200) and to alleviate congested and unsafe traffic conditions on Kaumana Drive. Alternatives being evaluated, include the "no project" alternative and two alternative alignments.

Notice describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies and to private organizations and citizens who have expressed interest in this project. Interagency scoping meetings will be held as required.

To ensure that the full range of issues relating to the proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action should be directed to the FHWA at the address 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.)

**Michael A. Cook,**

*Division Administrator, Honolulu, Hawaii.*

[FR Doc. 95-786 Filed 1-11-95; 8:45 am]

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### Environmental Impact Statement: Williamson and Travis Counties, Texas

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed new location highway project in Williamson and Travis Counties, Texas.

**FOR FURTHER INFORMATION CONTACT:** John Mack, P.E., Federal Highway Administration, Room 850, Federal Building, 300 East 8th Street, Austin, Texas 78701. Sharon Barta, P.E., Advanced Project Development Engineer, Texas Department of Transportation, P.O. Box 15426, Austin, Texas 78761-5426.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Texas Department of Transportation (TxDOT), will prepare an Environmental Impact Statement (EIS) on a proposal to construct the northern segment of State Highway 130, an approximately 138.4 kilometer (86 mile) controlled access highway to be located parallel to and east of Interstate 35 and the urbanized areas Austin, San Marcos, and New Braunfels in Central Texas. The northern segment (Segment A) of the proposed State Highway 130 extends from the junction of Interstate 35 and State Highway 195 north of Georgetown in Williamson County, Texas, to U.S. Highway 290 east of Austin in Travis County, Texas. The length of the project varies, depending on the selected alternative, from approximately 43.5 kilometers (27.0 miles) to 45.9 kilometers (28.5 miles). The proposed action is intended to provide improved access and increased mobility to

urbanized areas in the proposed corridor; help support planned business and residential growth in various areas throughout the project corridor; provide needed freeway access from surrounding areas to the proposed Austin Bergstrom International Airport; provide an alternative route to drivers desiring to bypass the central business areas of Austin, Round Rock, Georgetown, San Marcos, and New Braunfels, thereby relieving existing congestion on Interstate 35.

Alternatives to the proposed action to be discussed in the EIS consist of (1) taking no action; and (2) improving existing roadways in the urbanized areas of Williamson and Travis Counties. The build alternatives include multiple alternative alignments along new location rights-of-way connecting Interstate 35 to U.S. Highway 290.

Impacts caused by the construction and operation of State Highway 130 will vary according to the alternative alignments utilized. Generally, impacts would include the following: Transportation impacts (construction detours, construction traffic, and mobility improvement); air and noise impacts from construction equipment and operation of the roadway; water quality impacts from construction areas and roadway stormwater runoff; impacts to waters of the United States including wetlands from right-of-way encroachment; and impacts to residents and businesses due to potential relocations.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed interest in the proposal. A Major Investment Study is being completed in compliance with the Intermodal Surface Transportation Efficiency Act. Public meetings were held on October 25, 1994, at Everett Williams Elementary School in Georgetown, Texas, and on October 27, 1994, at Manor High School in Manor, Texas, at which public comments on the proposed action and alternatives were requested. In addition, a public hearing will be held after publication of the Draft EIS. Public notice will be given of the time and place of the hearing. The Draft EIS will be available for public and agency review and comment prior to the 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 or TxDOT at the address 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 January 5, 1995.

**G. E. Olvera,**

*District Engineer.*

[FR Doc. 95-787 Filed 1-11-95; 8:45 am]

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### National Highway Traffic Safety Administration

[Docket No. 94-55; Notice 2]

#### Decision That Nonconforming 1993 Volkswagen Golf III Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration (NHTSA) DOT.  
**ACTION:** Notice of decision by NHTSA that nonconforming 1993 Volkswagen Golf III passenger cars are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1993 Volkswagen Golf III passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to a vehicle originally manufactured for importation into and sale in the United States and certified by its manufacturer as complying with the safety standards (the U.S.-certified version of the 1993 Volkswagen Golf III), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision is effective January 12, 1995.

**FOR FURTHER INFORMATION CONTACT:** Ted Bayler, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

#### SUPPLEMENTARY INFORMATION:

##### Background

Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i) of the National Traffic and Motor Vehicle Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C.

30115 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

J.K. Motors, Inc. of Kingsville, Maryland ("J.K.") (Registered Importer R-90-006) petitioned NHTSA to decide whether 1993 Volkswagen Golf III passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on July 20, 1993 (59 FR 37124) to afford an opportunity for public comment. The notice identified the vehicle that is the subject of the petition as the "1994 Volkswagen Golf III." In its comments responding to the notice, Volkswagen, the vehicle's manufacturer stated that the vehicle identification number (VIN) assigned to the specific vehicle that the petitioner seeks to import identifies that vehicle as a 1993 model. After being apprised of this comment, the petitioner acknowledged that the petition was in error, and that the manufacturer properly identified the vehicle as a 1993 model. In view of this correction, this notice describes the petition as pertaining to a 1993 model vehicle.

As stated in the notice of the petition, the vehicle that J.K. claimed to be substantially similar is the version of the 1993 Volkswagen Golf III that was manufactured for importation into and sale in the United States and certified by its manufacturer, Volkswagenwerke A.G., as conforming to all applicable Federal motor vehicle safety standards. The petitioner claimed that it had carefully compared the two vehicles, and found them to be substantially similar with respect to compliance with most applicable Federal motor vehicle safety standards.

Specifically, the petitioner claimed that the non-U.S. certified 1993 Volkswagen Golf III is identical to its U.S. certified counterpart with respect to compliance with Standard Nos. 102 Transmission Shift Lever Sequence

\* \* \*, 103 Defrosting and Defogging Systems, 104 Windshield Wiping and Washing Systems, 105 Hydraulic Brake Systems, 106 Brake Hoses, 107 Reflecting Surfaces, 109 New Pneumatic Tires, 113 Hood Latch Systems, 116 Brake Fluid, 124 Accelerator Control Systems, 201 Occupant Protection in Interior Impact, 202 Head Restraints, 203 Impact Protection for the Driver from the Steering Control System, 204 Steering Control Rearward Displacement, 205 Glazing Materials, 206 Door Locks and Door Retention Components, 207 Seating Systems, 209 Seat Belt Assemblies, 210 Seat Belt Assembly Anchorages, 211 Wheel Nuts, Wheel Discs and Hubcaps, 212 Windshield Retention, 214 Side Door Strength, 216 Roof Crush Resistance, 219 Windshield Zone Intrusion, 301 Fuel System Integrity, and 302 Flammability of Interior Materials.

Petitioner also contended that the vehicle is capable of being readily modified to meet the following standards, in the manner indicated:

Standard No. 101 Controls and Displays: (a) Substitution of a lens marked "Brake" for a lens with an ECE symbol on the brake failure indicator lamp; (b) recalibration of the speedometer/odometer from kilometers to miles per hour.

Standard No. 108 Lamps, Reflective Devices and Associated Equipment: (a) Installation of U.S.-model headlamp assemblies which incorporate sealed beam headlamps and front sidemarkers; (b) installation of U.S.-model taillamp assemblies which incorporate rear sidemarkers; (c) installation of a high mounted stop lamp; (d) replacement of bulb failure modules with U.S.-model components.

Standard No. 110 Tire Selection and Rims: Installation of a tire information placard.

Standard No. 111 Rearview Mirror: Replacement of the passenger side rearview mirror with a U.S.-model component.

Standard No. 114 Theft Protection: Installation of a key microswitch in the steering lock assembly, and a warning buzzer.

Standard No. 115 Vehicle Identification Number: Installation of a VIN plate that can be read from outside the left windshield pillar, and a VIN reference label on the edge of the door or latch post nearest the driver.

Standard No. 208 Occupant Crash Protection: (a) Installation of a seat belt warning buzzer, wired to the seatbelt latch; (b) installation of a passive restraint system consisting of a door-anchored automatic belts and a knee