

submitted by the City of Lebanon was substantially complete within the requirements of section 158.25 of Part 158 of the Federal Aviation Regulations. The FAA will approve or disapprove the application, in whole or in part, no later than June 5, 1995.

The following is a brief overview of the use application.

Level of the proposed PFC: \$3.00
Proposed change effective date: July 15, 1995

Proposed charge expiration date: July 15, 1995

Estimated total net PFC revenue:
\$449,297

Brief description of projects:

Impose and use projects:

Reconstruct Runway 7-25

Improve Runway 7-25 Safety Areas

Design and Extend Taxiway A

Purchase Snow Removal Equipment

Environmental Assessment/Runway 18-36 (Phase I)

Environmental Assessment/Runway 18-36 (Phase II)

Design Runway 18-36 Reconstruction

Purchase Aircraft Rescue and Fire

Fighting Vehicle

Purchase Snow Removal Equipment

Impose Only Projects:

Reconstruction of Runway 18-36

Expand General Aviation Expansion (South Ramp)

Reconstruct Taxiway A

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Non Excluded.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Lebanon Airport, 5 Airpark Road, West Lebanon, New Hampshire 03784.

Issues in Burlington, Massachusetts on March 8, 1995.

Bradley A. Davis,

Assistant Manager, Airports Division New England Region.

[FR Doc. 95-6517 Filed 3-15-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Edmonds, Snohomish County, WA

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 (EIS)

will be prepared for the Proposed Edmonds Multi-Modal Transportation Center project in the city of Edmonds, Snohomish County Washington.

FOR FURTHER INFORMATION CONTACT:
Gene K. Fong, Division Administrator, Federal Highway Administration, Evergreen Plaza Building, 711 South Capitol Way, Suite 501, Olympia, Washington 98501, Telephone: (360) 753-9413; Paul L. Green, Director/CEO, Washington State Ferries, 801 Alaska Way, Seattle, Washington 98104-1487, Telephone 206-464-7800; Paul Mar, Director of Community Services, City of Edmonds, 250 5th Avenue, Edmonds, Washington 98020, Telephone (206) 771-0220.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Washington State Department of Transportation, the Federal Transit Administration, the U.S. Army Corps of Engineers, Community Transit, and the city of Edmonds will prepare an EIS for a proposed Edmonds Multi-Modal Transportation Center project in the city of Edmonds, Snohomish County, Washington. The proposed action will integrate Edmonds' ferry, rail, and bus transportation needs in a new complex. More specifically, the multi-modal facility will provide: a ferry terminal that meets the operational requirements to accommodate forecasted ferry ridership demands; a train station that meets the inter-city passenger service and commuter rail loading requirements; a transit center that meets the local bus system and regional transit system loading requirements; and a linkage system between these station/terminals that meets the operational and safety requirements of each mode.

This project is intended to address the conflicts between ferry, rail, auto, and pedestrian traffic in the confined area of downtown Edmonds. During ferry loading and unloading operations, all other non-ferry traffic is disrupted. The lack of grade separation between the rail line and ferry access often creates slowdowns in ferry operation. These conflicts interrupt the efficient movement of people and goods in and through the downtown area, create an unsafe facility for users of all modes, complicate access to local businesses and, in general, stymie the economic development of the City's downtown. Relocating the terminal to another location away from the immediate downtown area is seen as a solution to these conflicts. Access to the ferry terminal is via SR 104 through the downtown area, bisecting the commercial district and the regional waterfront park. Relocating the ferry

terminal and SR 104 will thus separate ferry and non-ferry traffic and eliminate current conflicts. In addition, the existing ferry terminal is inadequate to handle today's ferry demands. The facility needs to be upgraded to include two landing slips and a separate loading/unloading facility for walk-on passengers. Currently, walk-on passengers load and unload through the car deck, raising concern regarding safety and Americans with Disabilities Act (ADA) compliance. Finally, the existing train station does not meet ADA standards and needs major structural upgrading. To promote non-auto modes, the train station would be located close to the relocated ferry terminal.

Two preliminary build alternatives and the no action alternative have been identified for analysis in the EIS. The two build alternatives would establish the proposed multi-modal center by relocating the existing Washington State Ferry terminal from Main Street to one of two sites: (1) Point Edwards Site located approximately 3/4 mile south of Main Street, and (2) a Mid Waterfront Site located roughly half way between the Point Edwards site and Main Street. In both build alternatives, SR 104 would be realigned north of Pine Street to pass through the existing Unocal owned site and provide direct access to the proposed multi-modal center.

Major issues related to environmental resources have been identified for these preliminary build alternatives in the following areas: vegetation, wildlife, and fisheries; wetlands; hazardous waste; park lands and recreational facilities; water quality; floodplains; land use; air quality; multimodal transportation; and visual quality.

The no action alternative would maintain the ferry terminal at the existing Main Street location without any additional improvements to link ferry, rail, and bus transportation services.

To begin a formal scoping period, letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, affected Native-American groups, and private organizations and citizens who have previously expressed or are known to have interest in this proposal. A public scoping meeting has been tentatively scheduled for April, 1995 to solicit public input. An open house and public hearing will be held to receive comments on the draft EIS after it is approved for circulation. The draft EIS will be available for public and agency review and comment prior to the public hearing. Public notice will be given of the time and place of the scoping meeting, open house and

hearing, and of the availability of the draft EIS.

To assure 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, or requests to be added to the mailing list, should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance 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: March 8, 1995.

José M. Miranda,

Environmental Program Manager, Olympia Washington.

[FR Doc. 95-6495 Filed 3-15-95; 8:45 am]

BILLING CODE 4910-22-M

National Highway Traffic Safety Administration

[Docket No. 95-18; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1991 Yamaha FJ1200 (4CR) Motorcycles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT

ACTION: Notice of receipt of petition for decision that nonconforming 1991 Yamaha FJ1200 (4CR) motorcycles are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1991 Yamaha FJ1200 (4CR) that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) It is substantially similar to a vehicle that was originally manufactured for importation into and sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is April 17, 1995.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, DC 20590. (Docket hours are from 9:30 am to 4 pm.)

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)(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**.

Champagne Imports, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) has petitioned NHTSA to decide whether 1991 Yamaha FJ1200 (4CR) motorcycles are eligible for importation into the United States. The vehicle which Champagne believes is substantially similar is the 1991 Yamaha FJ1200 (4CR) motorcycle that was manufactured for importation into, and sale in, the United States and certified by its manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1991 Yamaha FJ1200 (4CR) motorcycle to its U.S. certified counterpart, and found the two vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

Champagne submitted information with its petition intended to demonstrate that the non-U.S. certified 1991 Yamaha FJ1200 (4CR) motorcycle,

as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as its U.S. certified counterpart, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the 1991 Yamaha FJ1200 (4CR) is identical to its U.S. certified counterpart with respect to compliance with Standards Nos. 106 *Brake Hoses*, 111 *Rearview Mirrors*, 115 *Vehicle Identification Number*, 116 *Motor Vehicle Brake Fluids*, 122 *Motorcycle Brake Systems* and 205 *Glazing Materials*.

The petitioner further contends that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 108 Lamps, Reflective Devices, and Associated Equipment: (a) Installation of a U.S. model headlamp; (b) installation of a U.S. model flasher relay/lamp assembly; (c) installation of a U.S. model taillamp assembly.

Standard No. 119 New Pneumatic tires for Vehicles other than Passenger Cars: Replacement of the original tires with ones that bear the DOT marking and a tire identification number.

Standard No. 120 Tire Selection and Rims for Motor Vehicles other than Passenger Cars: Installation of a tire information placard.

Standard No. 123 Motorcycle Controls and Displays: Replacement of the speedometer/odometer with one calibrated in miles per hour.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, SW., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141 (a)(1)(B) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.