

upgrading the existing facility; and (3) constructing a highway on new alignment. The alternative on new alignment has sub-alternatives providing for various right-of-way locations and interchange options.

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 or are known to have interest in this proposal. A public hearing will be held in late 1999 or early 2000. 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.

Based upon recent coordination with federal, state and local agencies and input received from public meetings in 1995, 1997 and 1999, no additional formal scoping meeting is planned at this time.

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.

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

Issued on: October 6, 1999.

**Dan Dobson,**

*Field Operations Engineer, Federal Highway Administration, Columbus, Ohio.*

[FR Doc. 99-27176 Filed 10-18-99; 8:45 am]

BILLING CODE 4910-22-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

**Environmental Impact Statement; King County and Snohomish County, Washington**

**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 program of highway, arterial, and high-capacity transit projects in King County and Snohomish County, Washington.

**FOR FURTHER INFORMATION CONTACT:** Gene Fong, Division Administrator,

Federal Highway Administration, 711 S. Capitol Way, Suite 501, Olympia, Washington 98501-1284, Telephone: (360) 753-9413; or Michael Cummings, WSDOT Office of Urban Mobility, 401 Second Avenue So., Ste. 300, Seattle, Washington 98104-2862, Telephone: (206) 464-6223.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Washington State Department of Transportation, will prepare an environmental impact statement (EIS) on a proposal to improve Interstate 405 (I-405), adjacent arterials, and transit facilities in King County and Snohomish County, Washington. The proposed improvements potentially would include the construction of a range of highway, arterial, bus transit, high-capacity transit, and non-motorized transportation improvements within the I-405 corridor study area between its southern intersection with I-5 in the City of Tukwila and its northern intersection with Interstate 5 (I-5) in Snohomish County, a length of about 30 miles.

Improvements are considered necessary to improve movement of people and goods throughout the corridor and to reduce foreseeable traffic congestion. Alternatives are expected to include: (1) Taking no action; (2) implementing a range of transportation system management (TSM) and transportation demand management (TDM) measures; (3) expanding the capacity of the existing I-405; (4) expanding the capacity and improving the continuity of the adjacent arterial network; (5) expanding the capacity of the existing bus transit system; (6) implementing new high-capacity transit within the corridor; and/or (7) a combination of elements of the preceding alternatives. Also, a variety of land use and development controls by local agencies may be identified in the EIS, but these are not within the jurisdiction of the FHWA.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, affected Indian tribes, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A series of agency and public scoping meetings will be held in the corridor during October 1999. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and 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 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: October 4, 1999.

**Sharon R. Price,**

*Environmental Program Manager, FHWA Washington Division.*

[FR Doc. 99-27175 Filed 10-18-99 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

[Docket No. NHTSA-99-6340]

**Notice of Receipt of Petition for Decision That Nonconforming 1991-1992 Toyota Previa Multi-Purpose Passenger Vehicles Are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1991-1992 Toyota Previa multi-purpose passenger vehicles (MPVs) are eligible for importation.

**SUMMARY:** This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1991-1992 Toyota Previa MPVs that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

**DATE:** The closing date for comments on the petition is November 18, 1999.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW, Washington, DC

20590. [Docket hours are from 9 am to 5 pm].

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

**SUPPLEMENTARY INFORMATION:**

**Background**

Under 49 U.S.C. 30141(a)(1)(A), 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, 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**.

G&K Automotive Conversion, Inc. of Santa Ana, California ("G&K") (Registered Importer 90-007) has petitioned NHTSA to decide whether 1991-1992 Toyota Previas that were not originally manufactured to conform to all applicable Federal motor vehicle safety standards are eligible for importation into the United States. The vehicles which G&K believes are substantially similar are 1991-1992 Toyota Previas that were manufactured for importation into and sale in the United States and certified by their manufacturer, Toyota Motor Corporation, as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1991-1992 Toyota Previas to their U.S. certified counterpart, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

G&K submitted information with its petition intended to demonstrate that

non-U.S. certified 1991-1992 Toyota Previas, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 1991-1992 Toyota Previas are identical to their U.S. certified counterparts 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*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 119 *New Pneumatic Tires for Vehicles other than Passenger Cars*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 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*, 212 *Windshield Retention*, 219 *Windshield Zone Intrusion*, and 302 *Flammability of Interior Materials*.

Petitioner also contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: (a) inscription of the word "Brake" on the brake failure indicator lamp lens; (b) installation of a seat belt warning lamp; (c) recalibration of the speedometer/odometer so that it reads in miles per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) installation of U.S.-model headlamp assemblies; (b) installation of U.S.-model front and rear sidemarker/reflector assemblies; (c) installation of U.S.-model taillamp assemblies.

Standard No. 111 *Rearview Mirrors*: replacement of the passenger side rearview mirror with a U.S.-model component or inscription of the required warning statement on its face.

Standard No. 114 *Theft Protection*: installation of a warning buzzer micro switch and a warning buzzer in the steering lock assembly.

Standard No. 118 *Power-Operated Window Systems*: installation of a relay in the power window system so that the window transport is inoperative when the ignition is switched off on vehicles that are not already so equipped.

Standard No. 120 *Tire Selection and Rims for Motor Vehicles other than*

*Passenger Cars*: installation of a tire information placard.

Standard No. 208 *Occupant Crash Protection*: installation of a seat belt warning buzzer. The petitioner states that the vehicles are equipped with Type 2 seat belts in the front and rear outboard seating positions, and with Type 1 seat belts in the rear center designated seating position.

301 *Fuel System Integrity*: installation of a rollover valve in the fuel tank vent line between the fuel tank and the evaporative emissions collection canister.

The petitioner also states that a vehicle identification number plate must be affixed to the vehicles to meet the requirements of 49 CFR Part 565.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 9 am to 5 pm]. 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)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: October 13, 1999.

**Marilynne Jacobs**,  
Director, Office of Vehicle Safety Compliance.  
[FR Doc. 99-27241 Filed 10-18-99; 8:45 am]  
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**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

[Docket No. NHTSA-99-6339]

**Notice of Receipt of Petition for Decision That Nonconforming 1990-1992 Audi 100 Passenger Cars Are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1990-1992 Audi 100 passenger cars are eligible for importation.