Alternatives Sites

The following applicants and projects (with identified applicant representatives) were selected by the Secretary to receive preconstruction planning assistance and represent the range of potential program alternatives:

- Port Authority of Allegheny County: A 45-mile project linking Pittsburgh Airport to Pittsburgh and its eastern suburbs (Mr. Bruce W. Ahern, Port Authority of Allegheny County, 2235 Beaver Avenue, Pittsburgh, PA 15233–1080, telephone 412–237–6121).
- Maryland Department of Transportation: A 40-mile project linking Camden Yard in Baltimore and Baltimore-Washington International Airport to Union Station in Washington, D.C. (Mr. Suhair Alkhatib, Maryland Mass Transit Administration, William Donald Schafer Tower, 6 St. Paul St., Baltimore, MD 21202–1614, telephone 410–767–3751).
- California-Nevada Super Speed Train Commission: A 42-mile project linking Las Vegas to Primm, Nevada (Ms. Richann Johnson, Executive Assistant, California-Nevada Super Speed Train Commission, 400 Las Vegas Blvd. South, Las Vegas, NV 89101, telephone 702–229–6551).
- Florida Department of Transportation: A 20-mile project linking Port Canaveral to the Space Center and the Titusville Regional Airport (Mr. Nazih K. Haddad, Manager, Intercity Passenger Rail, Florida Department of Transportation, 605 Suwannee Street, Mail Station 57, Tallahassee, FL 32399–0450, telephone 850–414–4534).
- Greater New Orleans Expressway Commission: A 40-mile project linking New Orleans Union Passenger Terminal to the airport and across Lake Ponchartrain to the northern suburbs (Mr. Bryan Clement, Greater New Orleans Expressway Commission, 3943 N. Causeway Blvd., Metairie, LA 70002, telephone 504–835–3116).
- Georgia/Atlanta Regional Commission: First 40 miles of 110-mile project from Atlanta to Chattanooga, TN. (Mr. Robert McCord, Maglev Project Manager, The Atlanta Regional Commission, 40 Courtland Street, NE, Atlanta, GA 30303, telephone 404–463–3253).
- State of California: A 70-to 75-mile system connecting Los Angeles International Airport to Union Station in downtown Los Angeles to Ontario Airport and further east into Riverside County (Mr. Albert Perdon, Maglev Project Director, Albert Perdon & Associates, 12748 Castleford Lane, Cerritos, CA 90703, telephone 310–871–1113).

Scoping and Comments

FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documents. Comments and suggestions are invited from all interested agencies and the public at large to insure the full range of issues related to the proposed action and all reasonable alternatives are addressed and all significant issues are identified. In particular, FRA is interested in determining whether there are areas of national environmental concern where there might be the potential for significant impacts, either adverse or favorable, as a result of advancing the maglev deployment program. Because the applicants are required to conduct public outreach as part of their preparation of environmental assessments, FRA does not plan to hold public scoping meetings. The applicants are responsible for contacting appropriate Federal, State, and local agencies, private organizations and citizens to solicit input regarding their respective program alternatives. Persons interested in providing comments on the scope of the programmatic environmental document should do so by February 18, 2000. Comments can be sent in writing to Mr. David Valenstein at the address identified above. Persons interested in providing comments on issues of environmental concern with respect to any of the individual projects should contact the applicant representatives identified above.

FRA has in place a Maglev Deployment Program page (*http://www.fra.dot.gov/o/hsgt/maglev.htm*) on the agency's Internet site where the public can obtain additional information related to the Maglev Deployment Program. FRA also intends to establish a separate page on the agency's site specifically addressing the environmental impact statement process for the Maglev Deployment Program.

Issued in Washington, D.C. on: December 20, 1999.

Arrigo P. Mongini,

Acting Associate Administrator for Railroad Development.

[FR Doc. 99–33788 Filed 12–28–99; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–99–6668]

Notice of Receipt of Petition for Decision That Nonconforming 1991 Mercedes-Benz 560SEC Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1991 Mercedes-Benz 560SEC passenger cars are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that the 1991 Mercedes-Benz 560SEC 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 January 28, 2000.

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**.

Black Shrine, Inc. of Costa Mesa, California (''Black Shrine'') (Registered Importer 99–224) has petitioned NHTSA to decide whether 1991 Mercedes-Benz 560SEC passenger cars are eligible for importation into the United States. The vehicle which Black Shrine believes is substantially similar is the 1991 Mercedes-Benz 560SEC that was manufactured for importation into, and sale in, the United States and certified by its manufacturer, Daimler Benz, A.G., as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1991 Mercedes-Benz 560SEC passenger car 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.

Black Shrine submitted information with its petition intended to demonstrate that the non-U.S. certified 1991 Mercedes-Benz 560SEC, 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 non-U.S. certified 1991 Mercedes-Benz 560SEC 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,* 109 *New Pneumatic Tires,* 113 *Hood Latch Systems,* 116 *Brake Fluid,* 124 *Accelerator Control Systems,* 201 *Occupant Protection in Interior Impact,* 202 *Head Restraints,* 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,* 216 *Roof Crush Resistance,* 219 *Windshield Zone Intrusion,* 301 *Fuel System Integrity,* and 302 *Flammability of Interior Materials*.

Petitioner also contends that the vehicle is capable of being readily altered 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 a noncomplying symbol on the brake failure indicator lamp; (b) installation of a seat belt warning lamp that displays the appropriate symbol; (c) 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; (b) installation of U.S.-model front sidemarker/reflector assemblies; (c) installation of U.S.-model taillamp assemblies; (d) installation of a high-mounted stop lamp.

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

Standard No. 111 *Rearview Mirror:* inscription of the required warning statement on the passenger side rearview mirror.

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

Standard No. 118 *Power Window Systems:* rewiring of the power window system so that the window transport is inoperative when the ignition is switched off.

Standard No. 208 *Occupant Crash Protection:* (a) Installation of a U.S.-model seat belt latch in the driver's position; (b) installation of an ignition switch-actuated seat belt warning buzzer. The petitioner states that the vehicle is equipped with driver's and passenger's side air bags and knee bolsters that are identical to the components found on the vehicle's U.S.-certified counterpart. Additionally, the petitioner states that the vehicle is equipped with combination lap and shoulder restraints that adjust by means of an automatic retractor and release by means of a single push button at both front designated seating positions, and with combination lap and shoulder restraints that release by means of a single push button at both rear designated seating positions.

Standard No. 214 *Side Impact Protection:* installation of reinforcing beams.

The petitioner states that a theft prevention/certification label will be permanently affixed to the vehicle and the vehicle's vehicle identification number (VIN) will be engraved on the engine, transmission, right front fender, left front fender, hood, right door, left door, front bumper, rear bumper, right rear quarter panel, left rear quarter panel, and decklid to comply with the Theft Prevention Standard found at 49 CFR Part 541.

The petitioner also states that a VIN plate must be installed inside the vehicle so that it can be read from the left windshield pillar and a VIN reference label must be affixed to the edge of the door or on the latchpost nearest the driver 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 Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, S.W., 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)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: December 23, 1999.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 99–33802 Filed 12–28–99; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. MC–F–20958]

Academy Lines, Inc.—Merger—Asbury Park Transit Lines, Inc.

AGENCY: Surface Transportation Board.

ACTION: Notice Tentatively Approving Finance Transaction.

SUMMARY: Academy Lines, Inc. (Academy Lines or applicant), a motor carrier of passengers, has filed an application under 49 U.S.C. 14303 for the acquisition by merger of its affiliate, Asbury Park Transit Lines, Inc. (Asbury Park), also a motor carrier of passengers. Persons wishing to oppose the application must follow the rules at 49 CFR 1182.5 and 1182.8. The Board has