

outside of the travel lanes. This roadway is an important linkage between Highway 126 in the west and I-105/I-5 in east Eugene. The need for an east-west limited access thoroughfare has been documented in land use and transportation plans since 1959 to serve the existing and projected traffic demand resulting from the growth projected in the industrial development of west Eugene. In addition, the parkway would serve the growth in residential development in the Bethel-Danebo Neighborhood to the north of the proposed roadway. Since the approval of the final EIS and the selection of Alternative 1 (Modified) for design and the signing of the ROD in 1990, additional coordination and consultation have been done with environmental agencies to avoid and minimize project impacts to rare, threatened and endangered species and their habitats found in the project area. As a result of this consultation, a design modification has been proposed for the western 5.2 kilometers (3.25 miles) of the adopted project (slightly east of Terry Street to Highway 126). The approved design for the West Eugene Parkway (WEP) that was south of and parallel to the Southern Pacific railroad line is proposed to be shifted north of and parallel to the railroad. Initial analysis (October 1994) of the northern design option has found that there would be less direct impacts on the Willamette Valley wet prairie wetlands, a rare habitat type, and the direct impacts to the Western pond turtles, a sensitive species, would be eliminated.

In addition, recent traffic analysis from the City of Eugene has shown that projected traffic for local streets, Highway 99W and the eastern portion of the WEP can best be served by a minor design modification in the intersection with Highway 99W and the approved project. The northbound 99W connection to the westbound new WEP is now proposed to be made by an elevated structure rather than at grade to maintain an acceptable level-of-service. These two minor design modifications are being proposed to the approved project to further reduce the impacts found in the final EIS. The impacts of the modifications will be examined in greater detail in the proposed supplemental EIS.

Newsletters 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 an interest in this proposal. Two public meetings will be held in Eugene during May/June, 1996 to identify issues

that should be addressed and an additional meeting will be held during the summer to describe preliminary findings of the technical studies. In addition, a public hearing will be held following the distribution of the draft supplemental EIS for public and agency review. Public notice will be given of the times and places of all meetings and hearings. No formal scoping meeting will be held. 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 supplemental 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: May 1, 1996.

Elton Chang,

Environmental Engineer, Federal Highway Administration.

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National Highway Traffic Safety Administration

[NHTSA Docket No. 96-042-No1]

Motor Vehicle Occupant Safety Survey (II)

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice and request for comments on data collection.

SUMMARY: NHTSA's purpose in conducting this survey is to assist the Agency in fulfilling its Congressional mandate to reduce the injuries, fatalities, and economic loss resulting from motor vehicle crashes. There is overwhelming evidence that the regular and proper use of safety devices such as safety belts, child safety seats, and helmets is effective in reducing injuries and fatalities in vehicle crashes. It is, therefore, important that effective strategies be developed to promote the use of such devices. To understand how best to encourage use of these safety devices, NHTSA needs up-to-date information on the patterns of their use and reasons for non-use by the public. By collecting these data, NHTSA will be able to determine where its efforts should be targeted and where new strategies may be needed.

DATES: Written comments must be submitted on or before June 28, 1996.

ADDRESSES: Direct all written comments to National Highway Traffic Safety Administration, Docket Section, Room 5111, Docket # 96-042-No1, 400 Seventh Street, S.W., Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT: Mr. Alan Block, Contracting Officer's Technical Representative, Office of Program Development and Evaluation (NTS-31), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Room 6240, Washington, D.C. 20590.

SUPPLEMENTARY INFORMATION:

I. Abstract

The National Highway Traffic Safety Administration (NHTSA) was established to reduce the mounting number of deaths, injuries and economic losses resulting from motor vehicle crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle standards and traffic safety programs.

During the late 1960s and early 1970s, more than 50,000 persons were killed each year in motor vehicle crashes in the United States. Diverse approaches were taken to address the problem. Vehicle safety designs and features were improved; restraint devices were improved; safety behaviors were mandated in state legislation (including safety belt use, child safety seat use, and motorcycle helmet use); alcohol-related legislation was enacted; this legislation was enforced; public information and education activities were widely implemented; and roadways were improved.

As a result of these interventions and improvements, crash fatalities dropped significantly. By 1994, total fatalities had fallen to 40,676, representing a 20% decline from 1966. In addition, the resident population and the number of vehicle miles traveled increased greatly over the past 25 years. When fatality rates are computed per 100,000 population, the rate for 1994 (15.62) was more than 40 percent lower than the 1966 rate (26.02). In sum, heightened highway safety activity conducted over the past two decades corresponds with major strides in reducing traffic fatalities.

Remaining barriers to safety will be more resistant to programmatic influences now that the easy gains have already been accomplished. Up-to-date information is essential to plot the direction of future activity that will

achieve the more difficult gains in the coming years.

In order to collect the critical information needed by NHTSA to develop and implement effective countermeasures that meet the Agency's mandate to improve highway traffic safety, NHTSA conducted its first Motor Vehicle Occupant Safety Survey in 1994. The survey included questions related to safety belts, child safety seats, airbags, bicyclist safety, pedestrian safety, motorcyclist safety, and Emergency Medical Services. It also contained small segments on alcohol use and on speeding.

The proposed survey is the second Motor Vehicle Occupant Safety Survey. The survey will collect data on topics included in the first (1994) survey and will monitor changes over time in the use of occupant protection measures and in attitudes related to vehicle occupant safety. It is important that NHTSA monitor these changes so that the Agency can determine the effects of its efforts to promote the use of safety devices and to identify areas where its efforts should be targeted and where new strategies may be needed. NHTSA is also exploring some additional topics related to issues identified since the previous survey, particularly regarding airbags and children, that have important public safety implications.

II. Method of Data Collection

The survey will be conducted by telephone among a national probability sample of 8,000 adults (age 16 and older). Participation by respondents is voluntary. NHTSA's information needs require safety belt and child safety seat sections too large to merge into a single survey instrument without producing an inordinate burden on respondents. Rather than reduce these sections, the survey instrument will be divided into two series of modules. Each module will be administered to one-half the total number of subjects to be interviewed. Module Series #1 of the questionnaire will focus on safety belts and include smaller sections on airbags, motorcyclist safety, general driving (including speed), and crash experience. Module Series #2 will focus on child safety seats, accompanied by smaller sections on bicyclist safety and Emergency Medical Services. Both series will contain sections on drinking and driving because of the extensive impact of alcohol on the highway safety problem. Some basic safety belt questions contained in Module Series #1 will be duplicated on Module Series #2. (Some topics may be changed from one series to the other in the final questionnaires.)

The interviewers will use computer-assisted telephone interviewing to reduce interview length and minimize recording errors. A Spanish-language translation and bilingual interviewers will be used to minimize language barriers to participation. The survey will be anonymous and confidential.

III. Use of Findings

The findings of this study will assist NHTSA in addressing the problem of motor vehicle occupant safety and in formulating programs and recommendations to Congress. NHTSA will use the findings to: (a) Identify areas to target current programs and activities to achieve the greatest benefit; (b) develop new programs and initiatives aimed at increasing the use of occupant safety devices by the general public; and (c) provide informational support to States and localities in their traffic safety efforts. The findings will also be used directly by State and local highway safety and law enforcement agencies in the development and implementation of effective countermeasures to prevent injuries and fatalities to vehicle occupants.

IV. Data

OMB Number: None

Form Number: None

Type of Review: Regular Submission

Affected Public: The population of the United States age 16 and older living in households with telephones.

Estimated Number of Respondents: 8000

Estimated Time Per Respondent: 20 minutes

Estimated Total Burden: 2667 hours

Estimated Total Cost: \$46.97 per survey respondent

V. Requests for Comments

Comments are invited on: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden (including the hours and cost) of the proposed collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology.

Comments submitted in response to this notice will be summarized and/or included in the request for approval by the Office of Management and Budget (OMB) of this information collection.

Copies of all comments will be placed in Docket 96-042, Notice 1, in the NHTSA Docket Section in Room 5109, Nassif Building, 400 7th Street, S.W., Washington, D.C. 20590, and will become a matter of public record.

James H. Hedlund,

Associate Administrator for Traffic Safety Programs.

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[Docket No. 96-14; Notice 2]

Decision That Nonconforming 1992 Through 1996 Mercedes-Benz Gelaendewagen Type 463 Long Wheel Base V-8 Multi-Purpose Passenger Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of decision by NHTSA that nonconforming 1992 through 1996 Mercedes-Benz Gelaendewagen Type 463 Long Wheel Base V-8 multi-purpose passenger vehicles (MPVs) are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1992 through 1996 Mercedes-Benz Gelaendewagen Type 463 Long Wheel Base V-8 MPVs not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they have safety features that comply with, or are capable of being altered to comply with, all such standards.

DATES: The decision is effective May 10, 1996.

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) (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