

In the meantime, on November 5, 1996, the voters of San Mateo County passed the Devil's Slide Tunnel Initiative known as Measure T. Passage of the Measure initiated the process to amend the County's land use plan portion of the San Mateo County certified Local Coastal Program (LCP) to provide a tunnel for motorized vehicles only behind Devil's Slide through San Pedro Mountain as the preferred alternative for Highway 1 around Devil's Slide, and to delete references to a two-lane bypass along the Martini Creek alignment. The Initiative required that the tunnel be designed consistent with restricting Route 1 to a 2-lane scenic highway using minimum state and federal tunnel standards, and that a separate trail for pedestrians and bicycles be provided outside the tunnel. The Measure also requires voter approval of any other alternative to the tunnel, except repair of the existing highway. On January 9, 1997, the California Coastal Commission voted unanimously to certify the LCP amendment as submitted by the County.

The proposed tunnel alternative is a 1,219 m (4,000-foot) long, double bore facility with one lane in each direction. The north approach road is about 457 m (1,500 feet) long, and the south approach road is about 305 m (1,000 feet) long. Proceeding south from Pacifica, the alignment departs from existing Route 1 along a 7% uphill grade, crosses the valley at Shamrock Ranch, passes through a small ravine, enters the tunnel beneath San Pedro Mountain, and exits the tunnel just south of the Devil's Slide area where it rejoins the existing highway.

Two tunnel design variations, a 9.1 m (30-foot) wide tunnel (variation A), and an 11.0 m 36-foot wide tunnel (variation B), will be analyzed in the SEIS/EIR. The total project costs of tunnel variations A and B are estimated to be \$125,950,000 and \$130,294,000, respectively. Tunnel variation B allows pedestrian and bicycle access inside the tunnel, while variation A provides a pedestrian/bicycle path outside the tunnel. Even though tunnel variation B is not consistent with the County's recently revised LCP, this design must be considered until an economically and environmentally feasible bicycle/pedestrian path alignment outside the tunnel (variation A) has been established through the environmental process. Until such time, variation B will be analyzed as a viable option that retains bicycle and pedestrian continuity along Route 1.

Letters describing this proposed action and soliciting comments will be sent to appropriate Federal, State, and

local agencies, and to private organizations and individuals that have previously expressed, or are known to have, an interest in this proposal. In addition, two formal public hearings will be held on the draft supplemental EIS; one in Half Moon Bay, and one in Pacifica. Public notice will be given of the exact time and place of the hearings. The draft supplemental EIS will be available for public and agency review and comment prior to the public hearings.

To ensure that the full range of issues related to this proposed action are addressed and that all significant issues are 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: April 1, 1997.

G.P. Bill Wong,

Senior Transportation Engineer, Sacramento, California.

[FR Doc. 97-8948 Filed 4-7-97; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. 97-019; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1990 Mercedes-Benz 420 SEC Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1990 Mercedes-Benz 420 SEC passenger cars 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 1990 Mercedes-Benz 420 SEC 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 May 8, 1997.

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 a.m. to 4 p.m.)

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**.

Champagne Imports, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) has petitioned NHTSA to decide whether 1990 Mercedes-Benz 420 SEC passenger cars are eligible for importation into the United States. The vehicle which Champagne believes is substantially similar is the 1990 Mercedes-Benz 560 SEC 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 1990 Mercedes-Benz 420 SEC to the 1990 Mercedes-Benz 560 SEC, 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 1990 Mercedes-Benz 420 SEC, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as the 1990 Mercedes-Benz 560 SEC, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the 1990 Mercedes-Benz 420 SEC is identical to the 1990 Mercedes-Benz 560 SEC with respect to compliance with Standards 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*, 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 and rear sidemarker/reflector assemblies; (c) installation of U.S.-model tail lamp 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*: Replacement of the convex 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 in the driver's position, or a belt webbing actuated microswitch inside the driver's seat belt retractor; (b) installation of an ignition switch actuated seat belt warning lamp and buzzer; (c) replacement of the driver's side air bag and knee bolster with U.S. model components. The petitioner states that the vehicle is equipped with a combination lap and shoulder restraint that adjusts by means of an automatic retractor and releases by means of a single push button in each front designated seating position, and with a combination lap and shoulder restraint that releases by means of a single push button in each rear outboard designated seating position.

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

Standard No. 301 *Fuel System Integrity*: Installation of a rollover valve in the fuel tank vent line.

Additionally, petitioner contends that the bumpers on the non-U.S. certified 1990 Mercedes-Benz 420 SEC must be reinforced or replaced to comply with the Bumper Standard found in 49 CFR part 581.

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

Petitioner lastly states that prior to importation, the vehicle must be brought into compliance with the parts marking requirements of the Theft Prevention Standard found at 49 CFR part 541.

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)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: April 3, 1997.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 97-8921 Filed 4-7-97; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF THE TREASURY

Departmental Offices

Debt Management Advisory Committee; Meeting

Notice is hereby given, pursuant to 5 U.S.C. App. sec. 10(a)(2), that a meeting will be held at the U.S. Treasury Department, 15th and Pennsylvania Avenue, NW., Washington, DC, on April 29 and 30, 1997, of the following debt management advisory committee:

Public Securities Association
Treasury Borrowing Advisory Committee

The agenda for the meeting provides for a technical background briefing by Treasury staff on April 29, followed by a charge by the Secretary of the Treasury or his designate that the committee discuss particular issues, and a working session. On April 30, the committee will present a written report of its recommendations.

The background briefing by Treasury staff will be held at 11:30 a.m. Eastern time on April 29 and will be open to the public. The remaining sessions on April 29 and the committee's reporting session on April 30 will be closed to the public, pursuant to 5 U.S.C. App. sec. 10(d).

This notice shall constitute my determination, pursuant to the authority placed in heads of departments by 5 U.S.C. App. sec. 10(d) and vested in me by Treasury Department Order No. 101-05, that the closed portions of the meeting are concerned with information that is exempt from disclosure under 5 U.S.C. 552(b)(9)(A). The public interest requires that such meetings be closed to the public because the Treasury Department requires frank and full advice from representatives of the financial community prior to making its final decision on major financing operations. Historically, this advice has been offered by debt management advisory committees established by the several major segments of the financial community. When so utilized, such a