

its consultant were necessary for the preparation of a PFC application. The approved amount was limited to the amount invoiced by the public agency's consultant for preparation of the PFC application.

*Decision Date:* March 24, 1997.

**FOR FURTHER INFORMATION CONTACT:** D. Cameron Bryan, Atlanta Airports District Office, (404) 305-7144.

*Public Agency:* Spokane Airport Board, Spokane, Washington.

*Application Number:* 97-03-C-00-GEG.

*Application Type:* Impose and use a PFC.

*PFC Level:* \$3.00.

*Total Net PFC Revenue Approved in This Decision:* \$17,606,000.

*Estimated Charge Effective Date:* May 1, 2000.

*Estimated Charge Expiration Date:* June 1, 2005.

*Class of Air Carriers Not Required To Collect PFC'S:* None.

*Brief Description of Projects Approved for Collection and Use:* Master plan update, Airport terminal signage, Fire

life safety system, Taxiways D and H, Taxiway J relocation, Multiple use apron rehabilitation (identified as apron G), Multiple use apron construction, Regional terminal concourse expansion and associated apron, Terminal ticketing/baggage expansion.

*Decision Date:* March 24, 1997.

**FOR FURTHER INFORMATION CONTACT:** Mary Vargas, Seattle Airports District Office, (206) 227-2660.

### Amendments To PFC Approvals

Amendment No., city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
92-01-C-03-BNA, ..... Nashville, Tennessee	07/01/96	\$75,480,900	\$87,729,800	10/01/99	01/01/02
92-01-C-03-CLE, ..... Cleveland, Ohio	03/25/96	38,343,640	37,343,640	02/01/97	02/01/97
93-01-C-01-MOT, ..... Minot, North Dakota	06/19/96	1,569,483	646,047	11/01/98	04/01/97
95-03-C-01-CLE, ..... Cleveland, Ohio	08/27/96	19,475,642	21,500,642	02/01/97	08/01/97
92-01-C-02-MHT, ..... Manchester, New Hampshire	12/18/96	5,702,523,	5,679,523	09/01/97	09/01/97
93-01-C-03-RHI, ..... Rhineland, Wisconsin	01/21/97	188,951	183,301	10/01/00	10/01/00

Issued in Washington, D.C. on April 10, 1997.

**Kendall Ball,**

*Acting Manager, Passenger Facility Charge Branch.*

[FR Doc. 97-9638 Filed 4-14-97; 8:45 am]

BILLING CODE 4910-13-M

### DEPARTMENT OF TRANSPORTATION

#### Federal Highway Administration

#### Environmental Impact Statement: City of Ogden, Weber County, UT

**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 highway project in the City of Ogden, Weber County, Utah.

**FOR FURTHER INFORMATION CONTACT:** Thomas Allen, Project Development Engineer, Federal Highway Administration, 2520 West 4700 South, Suite 9A, Salt Lake City, Utah 84118, Telephone: (801) 963-0182; or Rod Terry, Preconstruction Engineer, Utah Department of Transportation, Region 1,

P.O. Box 12580, Ogden, Utah 84412, Telephone (801) 399-5921 ext. 305.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Utah Department of Transportation, will prepare an environmental impact statement on a proposal to reconstruct approximately 2 miles of State Road (SR) 79 from the existing Interstate 15 interchange to Harrison Boulevard (SR-203), and to widen approximately 1.5 miles on Wall Avenue (SR-204) from approximately 22nd Street to 34th Street in the urban portion of Ogden, Utah. The proposed reconstruction of SR-79 would provide the necessary east-west arterial roadway capacity to meet urban infrastructure needs, and to meet existing and future transportation demand. The widening of SR-204 would provide a uniform roadway width for the north-south arterial roadway and an appropriate roadway capacity for the gateway entrance to the Central Business District of the City of Ogden.

The reconstruction of SR-79 is included in the current Long-Range Plan and the Transportation Improvement Plan for the Ogden Urbanized Area. The City of Ogden has stated the need for infrastructure improvements to facilitate access to the Central Business District.

The proposed action would eliminate the current one-way couplet structure of SR-79 through the City of Ogden and replace it with a single arterial roadway of sufficient capacity to accommodate predicted traffic demand through the year 2020. The widening of SR-204 would provide continuity with the existing width on SR-204 both north and south of the proposed project, and would improve capacity of key instructions. It would also provide a proper shoulder and new curb and gutter along the roadway improving safety, maintenance, drainage, and access control.

Alternatives under consideration include: (1) Taking no action, (2) using transportation system management strategies that would provide for transportation efficiency within the existing transportation network, and (3) constructing a new arterial roadway on one or the several alignments for SR-79. Such a new arterial would widen existing roadways to the maximum extent possible, but would also require new right-of-way segments of the alignments. Design variations of grade

and alignment will be incorporated into, and analyzed with, the various build alternatives. SR-204 would be widened on one or both sides of the existing alignment.

Information letters describing the proposed action and soliciting comments on the proposed project will be sent to appropriate Federal, State and local agencies, as well as to private organizations and individuals who have previously expressed interest, or who are expected to be interested, in the proposed project. An initial public scoping meeting is expected to be held in the City of Ogden during May 1997. Notice of additional public meetings to present information and solicit comments relative to alternatives for consideration and possible impacts will be given as the proposed project proceeds. In addition, a public hearing will be held. Upon release of the draft EIS, public notice will be given of the time and place for a public 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 are 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 or UDOT at the address provided above.

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

Issued on: April 9, 1997.

**Michael G. Ritchie,**  
Division Administrator, Salt Lake City, Utah.  
[FR Doc. 97-9624 Filed 4-14-97; 8:45 am]

BILLING CODE 4910-22-M

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket Nos. 96-126, Notice 2; 96-131, Notice 2; 96-132, Notice 2; 97-003, Notice 2; 97-005, Notice 2; 97-006, Notice 2; 97-007, Notice 2; 97-008, Notice 2; 97-009, Notice 2; 97-010, Notice 2; 97-011, Notice 2; and 97-012, Notice 2]

### Decision That Certain Nonconforming Motor Vehicles Are Eligible for Importation

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

**ACTION:** Notice of decision by NHTSA that certain nonconforming motor vehicles are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that certain motor vehicles not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for importation into and/or sale in the United States and certified by their manufacturers as complying with the safety standards, and they are capable of being readily altered to conform to the standards.

**DATES:** This decision is effective April 15, 1997.

**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**.

NHTSA received petitions from registered importers to decide whether the vehicles listed in Annex A to this notice are eligible for importation into the United States. To afford an opportunity for public comment, NHTSA published notice of these petitions as specified in Annex A. The reader is referred to those notices for a

thorough description of the petitions. No comments were received in response to these notices. Based on its review of the information submitted by the petitioners, NHTSA has decided to grant the petitions.

### Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. Vehicle eligibility numbers assigned to vehicles admissible under this decision are specified in Annex A.

### Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that each motor vehicle listed in Annex A to this notice, which was not originally manufactured to comply with all applicable Federal motor vehicle safety standards, is substantially similar to a motor vehicle manufactured for importation into and/or sale in the United States, and certified under 49 U.S.C. 30115, as specified in Annex A, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

**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 10, 1997.

**Marilynne Jacobs,**  
Director, Office of Vehicle Safety Compliance.

### Annex A—Nonconforming Motor Vehicles Decided To Be Eligible for Importation

- Docket No. 96-126  
Nonconforming Vehicle: 1986 Mazda RX-7  
Substantially similar U.S.-certified vehicle: 1986 Mazda RX-7  
Notice of Petition published at: 62 FR 1143 (January 8, 1997)  
Vehicle Eligibility Number: VSP-199
- Docket No. 96-131  
Nonconforming Vehicles: 1992 through 1996 BMW 325i  
Substantially similar U.S.-certified vehicles: 1992 through 1996 BMW 325i  
Notice of Petition published at: 62 FR 1145 (January 8, 1997)  
Vehicle Eligibility Number: VSP-197
- Docket No. 96-132  
Nonconforming Vehicle: 1984 Nissan 300ZX  
Substantially similar U.S.-certified vehicle: 1984 Nissan 300ZX  
Notice of Petition published at: 62 FR 1144 (January 8, 1997)  
Vehicle Eligibility Number: VSP-198
- Docket No. 97-003  
Nonconforming Vehicles: 1987 and 1988 Toyota Vans  
Substantially similar U.S.-certified vehicles: 1987 and 1988 Toyota Vans