

[FR Doc. 95-1265 Filed 1/18-95; 8:45 am]  
BILLING CODE 4910-13-M

### Federal Highway Administration

#### Environmental Impact Statement; Blue Earth, Steele and Waseca Counties, Minnesota

**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 is being prepared as part of the U.S. 14 Corridor Study for a transportation improvement project in Blue Earth, Steele and Waseca Counties, Minnesota.

**FOR FURTHER INFORMATION CONTACT:** Mr. James McCarthy, Design Engineer, U.S. Department of Transportation, Federal Highway Administration, Suite 490 Metro Square Building, Saint Paul, Minnesota 55101, telephone number (612) 290-3241. Mr. Curt Fakler, Project Manager, Minnesota Department of Transportation, District 7, 501 South Victory Drive, P.O. Box 4039, Mankato, Minnesota 56001-4039, telephone number (507) 389-6011.

**SUPPLEMENTARY INFORMATION:** The proposed project is identified as State Project (SP) 8837-81003 and involves improvements to the existing two-lane roadway in Blue Earth, Steele and Waseca Counties. The corridor limits are on U.S. 14 from the east junction of the T.H. 60 to I-35 in Owatonna. The total length of the corridor study is 50 Kilometers. The proposed improvements are considered necessary to meet current and projected traffic volumes on the U.S. 14 Corridor. Build alternatives being considered include reconstruction along the present U.S. 14 with the upgraded 2-Lane roadway, divided 4-Lane reconstruction of the U.S. 14 with bypasses of the Cities of Janesville and Waseca, and a new 4-Lane alignment between Waseca and Owatonna approximately four kilometers south of the present U.S. 14.

The Minnesota Department of Transportation held a Public Scoping Meeting on May 20, 1993, and a Public Information Meeting on August 5, 1993. The Scoping Document/Draft Scoping Decision (April 1993) and Scoping Decision (March 1994) documents have been sent to Federal, State and local agencies that may have an interest in the project to inform them of the proposed project and scoping meeting, to solicit their comments and concerns, and to inform them of the alternatives being

considered in the Environmental Impact Statement. During the initial scoping process three alternate new alignments for U.S. 14 were eliminated due to impacts or inadequate performance. The Draft Environmental Impact Statement is expected to be available for review in the Spring of 1995.

Issued on: January 6, 1995.  
James A. Cheattham,  
*Acting Division Administrator, St. Paul, Minnesota.*

[FR Doc. 95-1228 Filed 1-18-95; 8:45 am]  
BILLING CODE 4910-22-M

### National Highway Traffic Safety Administration

[Docket No. 94-101; Notice 2]

#### Decision that Nonconforming 1991 Toyota Land Cruiser Multi-Purpose Passenger Vehicles are Eligible for Importation

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

**ACTION:** Notice of decision by NHTSA that nonconforming 1991 Toyota Land Cruiser multi-purpose passenger vehicles (MPVs) are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1991 Toyota Land Cruiser MPVs 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 be vehicle originally manufactured for importation into and sale in the United States and certified by it manufacturer as complying with the safety standards (the U.S.-certified version of the 1991 Toyota Land Cruiser), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision is effective January 19, 1995.

**FOR FURTHER INFORMATION CONTACT:** Ted Bayler, 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) 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 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. They agency then publishes this decision in the Federal Register.

Champagne Imports, Inc. of Lansdale, Pennsylvania (Registered Importer R-90-009) petitioned NHTSA to decide whether 1991 Toyota Land Cruiser MPVs are eligible for importation into the United States. NHTSA published notice of the petition on November 21, 1994 (59 FR 60043) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.

#### Vehicle Eligibility Number of 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. VSP 102 is the vehicle eligibility number assigned to vehicles admissible under this decision.

#### Final Determination

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1991 Toyota Land Cruiser not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1991 Toyota Land Cruiser originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. 30115, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Issued on: January 12, 1995.  
William A. Boehly,  
*Associate Administrator for Enforcement.*  
[FR Doc. 95-1267 Filed 1-18-95; 8:45 am]  
BILLING CODE 4910-59-M

[Docket No. 94-91; Notice 2]

**Decision That Nonconforming 1989 Toyota Land Cruiser Multi-Purpose Passenger Vehicles are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.  
**ACTION:** Notice of decision by NHTSA that nonconforming 1989 Toyota Land Cruiser Multi-purpose passenger vehicles (MPVs) are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1989 Toyota Land Cruiser MPVs 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 a vehicle originally manufactured for importation into and sale in the United States and certified by its manufacturer as complying with the safety standards (the U.S.-certified version of the 1989 Toyota Land Cruiser), and they are capable of being readily altered to conform to the standards.

**DATE:** This decision is effective January 19, 1995.

**FOR FURTHER INFORMATION CONTACT:** Ted Bayler, 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) 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 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 (Registered Importer R-90-009) petitioned NHTSA to decide whether 1989 Toyota Land Cruiser MPVs are eligible for importation into the United States. NHTSA published notice of the petition on November 21, 1994 (59 FR 60040) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.

**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. VSP 101 is the vehicle eligibility number assigned to vehicles admissible under this decision.

**Final Determination**

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1989 Toyota Land Cruiser not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1989 Toyota Land Cruiser originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, 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: January 12, 1995.  
William A. Boehly,  
*Associate Administrator for Enforcement.*  
[FR Doc. 95-1266 Filed 1-18-95; 8:45 am]  
BILLING CODE 4910-59-M

**DEPARTMENT OF THE TREASURY**

[Treasury Directive 12-32]

**Delegation of Authority Concerning Personnel Security**

Dated: January 10, 1995.

1. *Delegation.* The Director, Office of Security, serves as principal adviser to the Assistant Secretary (Management) for carrying out the Department's personnel security program pursuant to Executive Order (E.O.) 10450, and is delegated the authority and responsibility for the functions pertaining to personnel security throughout the Department, except for any matter in which, by law or regulation of outside agencies, the personal decision of the head of the agency is required.

2. *Redelegation.*

a. The Director, Office of Security, shall redelegate to bureau heads and the Inspector General the authority for performing the operating functions relating to personnel security, including (except as stated in paragraph 4(e)) the designation of position sensitivity and granting of security clearances.

b. Any authority so delegated to a bureau head or the Inspector General may be further redelegated, with the concurrence of the Director, Office of Security, within bureau headquarters and the Office of Inspector General.

c. The Assistant Director (Personnel Security), Office of Security, shall perform the operating functions relating to personnel security for the Departmental Offices.

3. *Responsibilities.* The Director, Office of Security shall:

a. define the operating functions and responsibilities relating to personnel security and prescribe uniform policies and general procedures in Treasury Department Publication (TD P) 71-10, "Department of the Treasury Security Manual;"

b. represent the Department on all interagency committees and perform liaison functions with Federal agencies and the White House concerning personnel security matters;

c. represent the Department in Intelligence Community activities reporting through and OPI: Office of Security when so designated by the Special Assistant to the Secretary (National Security);

d. provide liaison between the Department of the Treasury and the Department of Energy on all matters pertaining to security clearances for access to information designated "Restricted Data" or "Formerly Restricted Data" pursuant to the Atomic Energy Act of 1954; and