

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation (Caltrans), will prepare a supplement to the final Environmental Impact Statement-Report (EIS/R) on a proposal to improve State Route (SR) 1 in Monterey County, California. The original final EIS/R for the improvements (FHWA-CA-EIS-86-05-F) was approved on October 2, 1991. The project study limits of alternatives considered in the final EIS/R extended from 0.28 miles south of the Carmel River to 0.1 mile south of the Route 1/68 interchange, a distance of 3.1 miles.

The preferred alternative, identified in the final EIS/R and selected in the Record of Decision signed on November 14, 1991, is known as Alternative 1C Modified. Alternative 1C Modified provides a four-lane divided freeway on a new alignment through Hatton Canyon from Carmel Valley Road to the existing freeway interchange at Carmel Hill (State Route 1/68). A two-lane conventional highway will cross the Carmel River on a new 57-foot wide bridge and transition into the new freeway near Carmel Valley Road. The existing Carmel River Bridge and the roadway between Oliver Road and the southern limits of the new alignment would be removed. A new connection between the existing highway at Oliver Road and the new alignment would be constructed with an at-grade intersection on the new alignment between Rio Road and the Carmel River Bridge. Interchanges on the new freeway will be constructed at Carmel Valley Road and at Carpenter Street. A grade separation will be constructed at Rio Road. Carmel Valley Road will be widened from two to four lanes between the existing highway and Carmel Rancho Boulevard.

Litigation regarding this project commenced in January 1992 (*City of Carmel-by-the-Sea, et al. v. United States Department of Transportation, et al.*, Civ. No. 92-20002 SW), when plaintiffs City of Carmel-by-the-Sea, Sierra Club, Hatton Canyon Coalition and the Monterey Peninsula Regional Park District filed an action alleging that the United States Department of Transportation (and several individual Federal officials) and the State of California Department of Transportation (and several individual State officials) failed to comply with the National Environmental Policy Act, 42 USC Section 4321 et seq (NEPA), and the California Environmental Quality Act, Cal. Pub. Res. Code Section 21000 et seq (CEQA), as well as Executive Orders 11988 (floodplain management) and 11990 (protection of wetlands) in

preparing an EIS/R and making findings for the project. The plaintiffs specifically alleged that the analysis in the EIS/R was deficient with respect to its analysis of wetlands impacts, analysis of Monterey Pine impacts, consideration of a reasonable range of alternatives, analysis of cumulative impacts, and analysis of growth-inducing impacts.

In August of 1997, the United States Court of Appeals for the Ninth Circuit found that the EIS/R was adequate under both NEPA and CEQA with respect to its analysis of wetlands impacts, analysis of Monterey Pine impacts, consideration of a reasonable range of alternatives and analysis of growth-inducing impacts. The Court of Appeals also found that the findings made pursuant to Executive Orders 11988 and 11990 were proper. The Court of Appeals remanded the issue of the adequacy of the EIS/R with respect to its analysis of cumulative impacts to the United States District Court for the Northern District of California for further consideration. In July 1998, the District Court found that the EIS/R was inadequate with respect to its analysis of cumulative impacts, and enjoined construction of the project until such time as full compliance with NEPA and CEQA is established.

The purpose of this supplemental EIS/R is to comply with the decision of the District Court. The supplement will address the deficiencies in the final EIS/R as determined in the litigation and make any necessary additional revisions to the final EIS/R.

A public hearing will be held on the draft supplemental EIS/R. Public notice will be given of the time and place of the hearing. The draft supplemental EIS/R will be available for public and agency review and comment prior to the public hearing.

Comments or questions concerning this proposed action and the supplemental EIS/R 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 August 14, 1998.

G.P. Bill Wong,

Senior Transportation Engineer, Sacramento, California.

[FR Doc. 98-22541 Filed 8-20-98; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF THE TREASURY

Senior Executive Service; Combined Performance Review Board (PRB)

AGENCY: Treasury Department.

ACTION: Notice of Members of Combined Performance Review Board (PRB).

SUMMARY: Pursuant to 5 U.S.C. 4314(c)(4), this notice announces the appointment of members of the Combined PRB for the Bureau of Engraving and Printing, the Financial Management Service, the U.S. Mint and the Bureau of the Public Debt. The Board reviews the performance appraisals of career senior executives below the level of bureau head and principal deputy in the four bureaus, except for executives below the Assistant Commissioner level in the Financial Management Service. The Board makes recommendations regarding proposed performance appraisals, ratings, bonuses and other appropriate personnel actions.

Composition of Combined PRB

The Board shall consist of at least three voting members. In case of an appraisal of a career appointee, more than half of the members shall consist of career appointees. The names and titles of the Combined PRB members are as follows:

Primary Members

Gregory D. Carper, Associate Director (Chief Financial Officer), E&P
 Constance E. Craig, Assistant Commissioner, Information Resources, FMS
 Andrew Cosgarea, Jr., Associate Director for Operations, Mint
 Thomas W. Harrison, Assistant Commissioner (Administration), PD

Alternate Members

Carla F. Kidwell, Associate Director (Chief Operating Officer), E&P
 Larry D. Stout, Assistant Commissioner, Federal Finance, FMS
 Jay M. Weinstein, Associate Director for Policy and Management & CFO, Mint
 Theodore P. Langlois, Deputy Executive Director (Marketing and Sales), PD

DATES: Membership is effective on August 21, 1998.

FOR FURTHER INFORMATION CONTACT:

Thomas W. Harrison, Bureau of the Public Debt, Assistant Commissioner (Administration), Room 302, 200 3rd Street, Parkersburg, WV 26101, (304) 480-6514.

This notice does not meet the Department's criteria for significant regulations.

Dated: August 13, 1998.

Thomas W. Harrison,

*Assistant Commissioner (Administration),
Bureau of the Public Debt.*

[FR Doc. 98-22469 Filed 8-20-98; 8:45 am]

BILLING CODE 4840-01-M

DEPARTMENT OF THE TREASURY

Customs Service

Revision and Expansion of National Customs Automation Program Test of Account-Based Declaration Prototype

AGENCY: U.S. Customs Service,
Department of the Treasury.

ACTION: General notice.

SUMMARY: This document is a replacement of a notice published in the **Federal Register** on March 27, 1997, which announced Customs' plan to conduct an account-based prototype (NCAP/P) under the National Customs Automation Program (NCAP). This notice broadens the eligibility requirements for participation in the NCAP/P, incorporates enhancements to reconciliation (based on the February 6, 1998 announcement of the ACS Reconciliation Prototype) and clarifies the statement process. This notice also outlines the development and evaluation methodology to be used in the test and invites public comment on any aspect of the planned test.

With this notice, Customs is also inviting additional importers to apply to participate in the NCAP/P in accordance with the eligibility requirements specified in this notice. Applicants that have already been accepted as participants in the NCAP/P based on the 3/27/97 NCAP/P notice need not re-apply. All participants in the NCAP/P, including previously accepted applicants, are required to follow all the operational procedures described in this notice, e.g., procedures on the account-based import declaration process, reconciliation, remote location filing, and maintenance of account information, and are bound by the terms and conditions of this notice.

The NCAP/P will become operational under a staged implementation program. Implementation of the NCAP/P will be as follows: (1) Cargo release, (2) Cargo release with examination, (3) Entry summary acceptance and processing, and periodic statement processing, and (4) Reconciliation.

DATES: The cargo release stage of the NCAP/P commenced on April 27, 1998. The NCAP/P will be operational for up to three years, with evaluations of the prototype occurring periodically.

Applications to participate in the test may be submitted throughout the duration of the prototype. Priority review will be given to applications received on or before September 18, 1998. Public comments on any aspect of the planned test must be received on or before September 25, 1998. All comments received will be part of the public record and made available to third parties upon request.

ADDRESSES: Applications and comments should be addressed or faxed to Don Luther, U. S. Customs Service, 1300 Pennsylvania Avenue NW, Room 5.2A, Washington, DC 20229, fax number (202) 927-1096.

FOR FURTHER INFORMATION CONTACT: For inquiries regarding eligibility of specific importers contact: Margaret Fearon at (202) 927-1413. For questions on reconciliation contact: Don Luther at (202) 927-0915. For questions on statement processing: contact Tim Raeck at (317) 298-1520, extension 1445. For questions on violation billing: contact Jim Gleason at (202) 927-2995. For questions on other aspects of the Account-Based Declaration Prototype contact: Daniel Buchanan at (617) 565-6236.

SUPPLEMENTARY INFORMATION:

Background

Title VI of the North American Free Trade Agreement Implementation Act (the Act), Public Law 103-182, 107 Stat. 2057 (December 8, 1993), contains provisions pertaining to Customs Modernization (the Mod Act). Subtitle B of title VI establishes the National Customs Automation Program (NCAP)—an automated and electronic system for the processing of commercial importations. Section 631 of the Act creates sections 411 through 414 of the Tariff Act of 1930 (19 U.S.C. 1411-1414), which define and list the existing and planned components of the NCAP (section 411), establish program goals (section 412), provide for the implementation and evaluation of the program (section 413), and provide for remote location filing (section 414). Section 637 of the Act amends Section 484 of the Tariff Act of 1930 to establish a new subsection (b), entitled "Reconciliation" (19 U.S.C. 1484(b)). Section 101.9(b) of the Customs Regulations (19 CFR 101.9(b)), provides for the testing of NCAP components. See, T.D. 95-21 (60 FR 14211, March 16, 1995). This test is established pursuant to that regulation.

A key element of Customs efforts to re-engineer its Trade Compliance process is a shift in emphasis from the traditional transaction-based approach

of ensuring compliance with import laws and regulations to an account-based approach, which addresses an importer's overall compliance through account management, process reviews, and audits. One feature of this approach is a new account-based declaration process. Customs is also developing a new commercial processing system, the Automated Commercial Environment (ACE), which is designed to support the new Trade Compliance processes. The account-based declaration prototype (NCAP/P) is being developed to provide the first operational demonstration of ACE capabilities for processing imports, integrating the new account-based import declaration process with other aspects of the Trade Compliance process and with selected features of NCAP elements of the Mod Act.

I. Development Methodology

The NCAP/P will be monitored by a Joint Prototype Team consisting of trade participants, Customs personnel, and other interested government agencies. This team will meet regularly throughout the prototype period at appropriate locations to set development milestones, monitor progress, resolve issues and evaluate program effectiveness. The development effort will be coordinated with other ongoing NCAP prototype programs such as Remote Location Filing and Reconciliation, and will be as consistent as possible with the overall direction of ACE development.

Potential participants should recognize that this is a prototype test of new processes. Data definitions and values and formats for electronic transmission of manifest, entry and commercial data will differ from those currently used in the Automated Commercial System (ACS). It is also important to note that development efforts undertaken for the NCAP/P may not meet the eventual requirements for programs as they are finally implemented in ACE.

The public is invited to comment on any aspect of the NCAP/P as described by this notice. All comments received will be part of the public record and made available to third parties upon request.

II. Eligibility Requirements

In order to be eligible for participation in the NCAP/P, an importer must:

A. Be participating or approved for participation in the Importer Compliance Monitoring Program (63 FR 20442) or be scheduled for, participating in, or, in the application, agree to undergo and cooperate fully with a Customs Compliance Assessment. At