

Transportation Investment program jump-started innovative financing suggested by ISTEA. The establishment of transportation infrastructure banks builds upon this progress. ISTEA's successor should continue these efforts to create new ways of paying for the transportation systems America needs.

7. Encourage New Technologies

Cleaner, safer, and more efficient transportation has often come because of new technologies—some entirely new, such as the automobile, and some that have made previous advances safer or more efficient, such as seat belts. Continued development and use of advanced technology is vital if such progress is to continue. Under ISTEA, the Federal Government renewed its emphasis on applying technology to improve safety, system capacity, and travel times. Investment in research and development has been expanded, both through increased funding and through new partnerships with the private sector. The successful Intelligent Transportation Systems and Global Positioning Satellite systems deployments are products of such initiatives. Post-ISTEA transportation legislation should continue this commitment.

8. Encourage Better Infrastructure Investment and Management

Continually improving the performance of infrastructure investment programs is always essential, but especially so in an era of limited public funding. ISTEA's successor should encourage state and local officials to base investment decisions on systematic cost-benefit analysis, and to adopt operational, maintenance, and pricing practices, that maximize the efficiency of, and return on, investment, as described in the Executive Order, Principles for Federal Infrastructure Investments.

Meeting the Challenge

ISTEA is visionary legislation. Its central elements—strategic infrastructure investments, intermodalism, flexibility, intergovernmental partnership, a strong commitment to safety, enhanced planning and strategic investment—should be preserved.

The forces shaping the debate over the role of government in our society will influence the reauthorization debate. What is the Federal role in surface transportation infrastructure? What has worked under ISTEA—what has not? What can we do to improve our safety record? How can we increase our resources? How can we benefit more

from the fiscal resources we have? Should we expand eligibility for Federal funds, for example to rail and intermodal projects?

Most of these questions require further study and discussion. But in one case—the Federal role—the answer is clear. We need strong Federal leadership. Efficient national cargo movement is key to our ability to benefit from expanding trade opportunities. Truckers and other freight operators need national uniformity in facilities and regulatory standards. We also need national consistency if we are going to move forward with deployment of new technology. We cannot achieve other key national priorities—linking Americans to jobs, health care and education—without efficient and accessible transportation. And the challenges we face in the areas of safety and the environment do not stop at state borders.

As we tackle these difficult questions, the policy principles and building blocks outlined in this statement should guide us. Our goal for reauthorization is to develop a proposal for the next century that allows our Nation to preserve our competitive advantage throughout the world and maintain the well being of our citizens.

Issued this 10th day of June 1996, in Washington, DC.

Frank Kruesi,

Assistant Secretary for Transportation Policy.

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BILLING CODE 4910-62-P

Federal Highway Administration

Environmental Impact Statement: Westchester County, NY

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 Town of North Castle, Westchester County, New York. A portion of the project is situated within the Town of Greenwich, Connecticut.

FOR FURTHER INFORMATION CONTACT:

Harold J. Brown, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, 9th Floor, Clinton Avenue and North Pearl Street, Albany, New York, 12207, Telephone (518) 472-3616, or A.J. Bauman, Regional Director, New York State Department of Transportation, Region 8, 4 Burnett Boulevard, Poughkeepsie,

New York 12601, Telephone (914) 431-5750.

SUPPLEMENTARY INFORMATION: The FHWA and the New York State Department of Transportation (NYSDOT), in cooperation with the Town of North Castle will prepare an environmental impact (EIS) on a proposal to improve New York State Route 120 and interchanges 2 and 3 on I-684. The proposed improvements will include the widening of existing State Route 120 from the intersection with County Route 135, northwest to the intersection with State Route 22, a distance of approximately 2.6 miles. The project also includes improvements to Exits 2 and 3 on I-684.

Improvements to Route 120 are necessary to provide for the existing and projected traffic demand. Alternatives under consideration include: (1) Taking no action; (2) widening existing State Route 120 from two to four lanes for a length of approximately 2.6 miles and ramp relocations and/or additions at Interchanges 2 and 3 on I-684. Incorporated into and studied with the build alternative will be design variations of grade and alignment.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies. A scoping meeting for Federal, State, local agencies and the general public will be held in early summer 1996 in Armonk, New York. This meeting will be conducted in two sessions, an afternoon session for Federal, State, and local agencies, and an evening session for the general public. A public meeting will be held in Armonk, New York in the fall of 1996. In addition, a public hearing will be held in early 1997. Public notice will be given of the time and place of the meetings and 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 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 at the address provided above.

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

Issued on: June 6, 1996.
Robert Arnold,
District Engineer, Albany.
[FR Doc. 96-15086 Filed 6-13-96; 8:45 am]
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Federal Railroad Administration

[Docket Number H-95-1]

Addendum to a Test Program for a Conditional Waiver; National Railroad Passenger Corporation (Amtrak)

In accordance with 49 CFR Part 211, notice is hereby given that Amtrak has requested an addendum to the previously granted temporary waiver of compliance with specific requirements of certain parts of Title 49 of the Code of Federal Regulations in order to conduct a limited demonstration of a passenger trainset, the IC3 "Flexiliner".

Amtrak was granted conditional waivers from sections of Railroad Safety Appliance Standards (49 CFR Part 231), Railroad Safety Glazing Standards (49 CFR Part 223) and Railroad Track Safety Standards (49 CFR Part 213) (see FR 28011, May 26, 1995, for complete description). The waivers permit Amtrak, and a number of potential sponsors, including state departments of transportation and commuter agencies, to demonstrate and operate in revenue service the Flexiliner trainset, a three-car, articulated, diesel hydraulic, multiple unit trainset built by ABA Scandia A/S for the Danish State Railway (DSB).

The conditional waiver pertained to one 3-unit IC3 Flexiliner trainset, and since that time a second trainset has been added. Amtrak says this is necessary because of the limited amount of seating available on one trainset, and the expected passenger loads on the proposed routes require more seating.

Amtrak requested relief from the Railroad Locomotive Safety Standard, 49 CFR 229.131, Sanders, which requires that each locomotive shall be equipped with operable sanders that deposit sand on each rail in front of the first powered operated wheel set in the direction of movement. The IC3 Flexiliner trainsets are not equipped with sanders. They are equipped with magnetic track brakes which are activated when the train brakes are applied in emergency. Air pressure forces the brakes to the rail and battery voltage causes a strong magnetic field to develop a significant retardation force. Magnetic track brakes are common in Europe and were used in this country on the X2000 and ICE trainsets during their recent demonstration trials.

Due to the impending arrival of the IC3 Flexiliner trainsets at the Port of Baltimore, Maryland, FRA has, on a temporary basis, conditionally waived compliance with the relevant portions of the rail safety regulations. FRA has, however, reserved the right to withdraw such approval upon receipt by FRA of public comment raising substantial issues of safety.

Interested parties are invited to participate in this proceeding by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with this proceeding since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number H-95-1) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

Communications received within 30 days of the date of publication of this notice will be considered before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) in Room 8201, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

Issued in Washington, D.C. on June 10, 1996.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.
[FR Doc. 96-15116 Filed 6-13-96; 8:45 am]

BILLING CODE 4910-06-P

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief from the Requirements of Title 49 CFR Part 236

Pursuant to Title 49 CFR Part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of Title 49 CFR Part 236 as detailed below.

Block Signal Application (BS-AP)-No. 3396

Applicant: Soo Line Railroad Company, Mr. J. C. Thomas, S&C District Manager, 105 South 5th Street, Box 530, Minneapolis, Minnesota 55440.

The Soo Line Railroad Company seeks approval of the proposed discontinuance and removal of the Conley frog locks, on the two main track Kinnickinnic River movable bridge, at Milwaukee, Wisconsin, Gateway Division, C&M Subdivision.

The reason given for the proposed changes is to reduce maintenance costs associated with maintaining the frog locks, which are not required to be in compliance with applicable rule Part 236.312.

BS-AP-No. 3397

Applicant: Soo Line Railroad Company, Mr. J. C. Thomas, S&C District Manager, 105 South 5th Street, Box 530, Minneapolis, Minnesota 55440.

The Soo Line Railroad Company seeks approval of the proposed discontinuance and removal of the Conley frog locks, on the two main track Menomonee River movable bridge, at Milwaukee, Wisconsin, Gateway Division, C&M Subdivision.

The reason given for the proposed changes is to reduce maintenance costs associated with maintaining the frog locks, which are not required to be in compliance with applicable rule Part 236.312.

BS-AP-No. 3398

Applicant: Wisconsin Central Limited, Mr. Glenn J. Kerbs, Vice President Engineering, P.O. Box 5062, Rosemont, Illinois 60017-5062.

The Wisconsin Central Limited (WC) seeks approval of the proposed discontinuance and removal of the interlocking plant, at Menasha, Wisconsin, milepost MA 1.20, Manitowoc Subdivision, where a single main track of the WC crosses at grade a single yard track of the WC. The proposal includes installation of a swing gate with a stop sign, in the southwest quadrant, normally lined to foul the yard track.

The reason given for the proposed changes is that both tracks are owned by the WC, and the only through train movements are on the single main track at timetable speed of 10 mph.

BS-AP-No. 3399

Applicants:
National Railroad Passenger Corporation, Ms. Alison Conway-