

the Nominating Committee (A); (14) Other Business; (15) Adjournment until October 11, 1998, Board of Directors Meeting in Conjunction with the Fifth ITS World Congress at the Inter-Continental Hotel, Seoul, Korea (not a Federal Advisory Committee Meeting).

ITS AMERICA provides a forum for national discussion and recommendations on ITS activities including programs, research needs, strategic planning, standards, international liaison, and priorities.

The charter for the utilization of ITS AMERICA establishes this organization as an advisory committee under the Federal Advisory Committee Act (FACA) 5 USC app. 2, when it provides advice or recommendations to DOT officials on ITS policies and programs. (56 FR 9400, March 6, 1991).

DATES: The Board of Directors of ITS AMERICA will meet on Wednesday, August 5, 1998, from 9:30 a.m.–noon.

ADDRESSES: The Hyatt Regency Savannah, #2 W. Bay Street, Savannah, Georgia, 31401. Phone: (912) 238-1234. Fax: (912) 944-3678.

FOR FURTHER INFORMATION CONTACT: Materials associated with this meeting may be examined at the offices of ITS AMERICA, 400 Virginia Avenue SW., Suite 800, Washington, DC 20024. Persons needing further information or who request to speak at this meeting should contact Kenneth Faunteroy at ITS AMERICA by telephone at (202) 484-4130 or by FAX at (202) 484-3483. The DOT contact is Mary C. Pigott, FHWA, HVH-1, Washington, DC 20590, (202) 366-9230. Office hours are from 8:30 a.m. to 5 p.m., e.t., Monday through Friday, except for legal holidays. (23 U.S.C. 315; 49 CFR 1.48)

Issued on: June 29, 1998.

Jeffrey Paniati,

Deputy Director, ITS Joint Program Office.

[FR Doc. 98-17746 Filed 7-2-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on New Rochelle Intermodal Transportation Center Project, New Rochelle, New York

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an environmental impact statement (EIS).

SUMMARY: Pursuant to Section 102(2)(C) of the National Environmental Policy Act (NEPA) of 1969, as amended, and as

implemented by the Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Federal Transit Administration (FTA) regulations under 23 CFR Part 771, the FTA and the Westchester County Department of Transportation (WCDOT) intend to prepare an Environmental Impact Statement (EIS) to assess the impacts of a project known as the New Rochelle Intermodal Transportation Center. The EIS will also comply with the requirements of the 1990 Clean Air Act Amendments (CAAA) and Executive Order 12898 on Environmental Justice.

The project consists of a proposed multi-level garage and other vehicular and pedestrian circulation improvements to be constructed on the site of the existing at-grade parking lot along the southbound Metro-North railroad tracks at the New Rochelle Train Station in New Rochelle (Westchester County), New York. The proposed project is intended to be financed through FTA and local funding sources. The project is being administered by the City of New Rochelle (City) Department of Development on behalf of WCDOT.

The proposed garage and station site redesign are intended to better serve Metro-North and Amtrak train operations, Westchester County bus service, taxi and private bus operations, and commuters parking at the station, and improve pedestrian and vehicle circulation. The proposed project includes a new 1,000-space parking structure, improved vehicular and pedestrian circulation, bicycle storage, and separate taxi, bus, and auto passenger pick up/drop off areas. The project will be designed to be in character with the New Rochelle train station building on the project site.

In addition to assessing the proposed intermodal center, the EIS will evaluate the No Build alternative and any other reasonable alternatives determined through the scoping process. Scoping will occur both through correspondence with interested persons, organizations, and federal, state, and local agencies and through a public meeting.

Involved agencies may include: National Railroad Passenger Corporation (Amtrak), New York State Thruway Authority, Metro-North Railroad (MTA), and New York State Historic Preservation Office (SHPO).

DATES: *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered should be sent to the City of New Rochelle by and will be accepted by the Department up to thirty days following the close of the

public scoping meeting. Oral comments may be given at the scoping meeting.

Scoping Meeting: A public scoping meeting will be held on Tuesday, July 21, 1998, 8:00 PM, in City Hall, 515 North Avenue, New Rochelle, NY.

ADDRESSES: *Written comments* on the project scope should be sent to Mark Stellato, City of New Rochelle, Department of Development, New Rochelle City Hall, 515 North Avenue, New Rochelle, NY 10801.

FOR FURTHER INFORMATION CONTACT: Anthony G. Carr, Director, Planning and Program Development, Federal Transit Administration, at 212-264-8162.

SUPPLEMENTARY INFORMATION:

Scoping

The FTA is initiating a scoping process for the purpose of determining the scope of issues to be addressed in the EIS. All interested individuals, organizations, and Federal, State, and local agencies are invited to participate in identifying any significant social, economic, and environmental issues related to the proposed project and defining the alternatives to be evaluated in the EIS. A draft Scoping Document describing the purpose of the project and impact issues is being mailed to affected Federal, State, and local agencies as well as interested parties. Copies of the draft Scoping Document may be obtained from Mark Stellato, City of New Rochelle Department of Development at (914) 654-2191.

Following a presentation on the project, comments on the scope of the EIS will be received and transcribed at this meeting. Scoping comments may be submitted at the public scoping meeting and/or submitted in writing at the address listed above. It is important that interested parties and Federal, State, and local agencies take this opportunity to identify environmental concerns that should be addressed in the EIS. Further, because the preliminary design components of the New Rochelle Intermodal Transportation Center Project are currently being formulated and refined, the scoping process offers an opportunity to incorporate public environmental concerns into the urban design and engineering processes of the project.

Description of Study Area and Project Need

The proposed action (New Rochelle Intermodal Transportation Center) includes the construction of a 1,000-space, multi-level parking garage on the site of the existing New Rochelle train station as well as the reconfiguration and redesign of the train station site to

create an intermodal transportation center. The New Rochelle train station is located in the central business district of the City of New Rochelle, Westchester County, New York. The station site is bordered on the north by the New England Section (I-95) of the New York State Thruway; on the south by Metro-North's New Haven Division; on the east by North Avenue, and on the west by Division Street. It is a major commuter stop along the MTA Metro-North Railroad's New Haven Division as well as Amtrak's New England Express, Springfield, and Vermont lines. In addition, the New Rochelle station will be the only stop in Westchester for Amtrak's high speed Northeast Corridor service between Washington, DC and Boston, Massachusetts. The station is also a hub for the County's Bee-Line bus service.

The City, the New York State Department of Transportation, and WCDOT will consolidate to the maximum extent feasible various transportation services into a single intermodal hub adjacent to the train station building. The overall goals and objectives of this project are to provide a convenient, secure, operationally efficient transportation center which considers internal circulation, site access, user friendliness, bus pick up and drop-off areas, commuter parking, ADA access, taxi layover, kiss-and-ride, and pedestrian as well as bicycle access.

Alternatives

The EIS will evaluate reasonable alternatives that will assist in achieving the objectives of the New Rochelle Intermodal Transportation Center Project. Alternatives to be analyzed would include a No Build Alternative under which no change to the New Rochelle Station would occur. Other alternatives to be considered would be developed during the scoping and public comment period and could include design alternatives.

Probable Effects/Potential Impacts for Analysis

The EIS will evaluate all potential significant social, economic, and environmental impacts of the alternatives. Primary issues include traffic and transportation, air quality, noise, and the landmark-eligibility of the Train Station Building. Both positive and negative impacts will be evaluated for the construction period and for the long term period of operation. Measures to mitigate adverse impacts will be identified, where reasonable and appropriate. The Build year for the proposed project is anticipated to be 2001.

FTA and State Procedures

The EIS process will be conducted in accordance with the regulations and guidance established by NEPA, as well as FTA's regulations under 23 CFR 771 and associated guidance documents.

Following the completion of the scoping process, a draft EIS will be prepared and made available for public review. There will be a 45-day public comment period and public hearing on the draft EIS. After its publication and the public hearing, a final EIS will be prepared with appropriate revisions and additions responding to all substantive comments received. The final EIS will serve as the basis for a Record of Decision issued on the proposed action.

Because the proposed action also includes actions by New York State, county, and local agencies, it will also be assessed in accordance with the New York State Environmental Quality Review Act (SEQRA). The City of New Rochelle will serve as the lead agency for SEQRA documentation. The content and format of the Federal EIS will be designed to also meet the requirements of SEQRA for the action. All time frames, public notices, public hearings, and comment periods will be coordinated in accordance with both NEPA and SEQRA requirements.

Issued on: June 30, 1998.

Letitia Thompson,

Regional Administrator.

[FR Doc. 98-17820 Filed 7-2-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-97-3125; Notice 02]

RIN 2127-AH04

Final Theft Data; Motor Vehicle Theft Prevention Standard

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Publication of final theft data.

SUMMARY: This document publishes the final data on thefts of model year (MY) 1996 passenger motor vehicles that occurred in calendar year (CY) 1996. The final 1996 theft data indicate a decrease in the vehicle theft rate when compared to the theft rate experienced in CY/MY 1995. The final theft rate for MY 1996 passenger vehicles stolen in calendar year 1996 (3.28 thefts per thousand vehicles produced) decreased by 8.1 percent from the theft rate for CY/

MY 1995 vehicles (3.57 thefts per thousand vehicles produced). Publication of these data fulfills NHTSA's statutory obligation to periodically obtain accurate and timely theft data and publish the information for review and comment. The data were calculated for informational purposes only.

FOR FURTHER INFORMATION CONTACT: Ms. Rosalind Proctor, Office of Planning and Consumer Programs, NHTSA, 400 Seventh Street, S.W., Washington, D.C. 20590. Ms. Proctor's telephone number is (202) 366-0846. Her fax number is (202) 493-2739.

SUPPLEMENTARY INFORMATION: NHTSA administers a program for reducing motor vehicle theft. The central feature of this program is the Federal Motor Vehicle Theft Prevention Standard, 49 CFR Part 541. The standard specifies performance requirements for inscribing and affixing vehicle identification numbers (VINs) onto certain major original equipment and replacement parts of high-theft lines of passenger motor vehicles.

The agency is required by 49 U.S.C. 33104(b)(4) to periodically obtain, from the most reliable source, accurate and timely theft data and publish the data for review and comment. To fulfill this statutory mandate, NHTSA has published theft data annually beginning with MYs 1983/84. Continuing to fulfill the section 33104(b)(4) mandate, this document reports the final theft data for CY 1996, the most recent calendar year for which data are available.

In calculating the 1996 theft rates, NHTSA followed the same procedures it used in calculating the MY 1995 theft rates. (For 1995 theft data calculations, see 62 FR 44416, August 21, 1997.) As in all previous reports, NHTSA's data were based on information provided to NHTSA by the National Crime Information Center (NCIC) of the Federal Bureau of Investigation. The NCIC is a government system that receives vehicle theft information from nearly 23,000 criminal justice agencies and other law enforcement authorities throughout the United States. The NCIC data also include reported thefts of self-insured and uninsured vehicles, not all of which are reported to other data sources.

The 1996 theft rate for each vehicle line was calculated by dividing the number of reported thefts of MY 1996 vehicles of that line stolen during calendar year 1996 by the total number of vehicles in that line manufactured for MY 1996, as reported to the Environmental Protection Agency (EPA).