

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]

BILLING CODE 4910-57-P

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).

The final 1996 theft data show 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 CY 1996 decreased to 3.28 thefts per thousand vehicles produced, a decrease of 8.1 percent from the rate of 3.57 thefts per thousand vehicles experienced by MY 1995 vehicles in CY 1995. For MY 1996 vehicles, out of a total of 204 vehicle lines, 71 lines had a theft rate higher than 3.5826 per thousand vehicles, the established median theft rate for MYs 1990/1991. (See 59 FR 12400, March 16, 1994.) Of the 71 vehicle lines with a theft rate higher than 3.5826, 67 are passenger car lines, 4 are multipurpose passenger vehicle lines, and none are light-duty truck lines.

On Monday, February 9, 1998, NHTSA published the preliminary theft rates for CY 1996 passenger motor vehicles in the **Federal Register** (63 FR 6603). The agency tentatively ranked each of the MY 1996 vehicle lines in descending order of theft rate. The public was requested to comment on the accuracy of the data and to provide final production figures for individual vehicle lines. In response to the February 1998 notice, the agency received written comments from the Chrysler Corporation (Chrysler), the General Motors Corporation (GM) and Mercedes-Benz of North America (Mercedes). In their comments, all three manufacturers provided the agency with either corrected production figures or nameplate changes for their vehicle lines. (The written corrections are available at the docket number cited at the beginning of this notice.)

The agency used all written comments to make the necessary adjustments to its data. As a result of the adjustments, the final theft rate and ranking of the vehicle lines changed from those published in the February 1998 notice.

In its comments, Chrysler commented that the Chrysler Sebring Convertible and the Chrysler Sebring Coupe are completely different vehicles. They had been erroneously listed as one vehicle line entry with combined theft and production figures. In response to Chrysler's comment, NHTSA is making the necessary corrections to list these two vehicle lines as separate entries in the final theft listing. As a result of these corrections, the Chrysler Sebring previously ranked No. 44 with a theft rate of 4.7341 is now listed as the Chrysler Sebring Convertible ranked No. 98 with a theft rate of 2.7315 and the Chrysler Sebring Coupe ranked No. 12 with a theft rate of 7.6859. Additionally, Chrysler commented that the listing erroneously omitted the Jeep Wrangler vehicle line. After further review of vehicle production data and confirmation by Chrysler, it was revealed that the Jeep Wrangler vehicle line was not produced for MY 1996. Therefore, the Chrysler Jeep Wrangler vehicle line will remain unlisted.

Chrysler also informed the agency that the production volume for the Jeep Cherokee was erroneously listed. In response to this comment, the production volume for the Jeep Cherokee has been corrected and the final theft list has been revised accordingly. As a result of the correction, the Jeep Cherokee previously ranked No. 88 with a theft rate of

3.0596, remains ranked the same but now has a theft rate of 3.0878. Chrysler also informed the agency that the production volume for the Dodge B1500/B2500 line was incorrect. After further analysis of the production volumes, it was confirmed with Chrysler that the production volume listed by the agency was not in error. Therefore, the production volume and the theft rate for this line will remain unchanged.

GM informed the agency that the nameplate for the Oldsmobile Cutlass Ciera SL should be changed to the Oldsmobile Ciera, the Chevrolet Lumina APV should be changed to the Chevrolet Lumina Minivan, the Oldsmobile Bravada APV should be changed to the Oldsmobile Bravada, the Oldsmobile 88 should be changed to Oldsmobile Eighty-Eight, and the Oldsmobile 98 should be changed to Oldsmobile Ninety-Eight. The final theft list has been modified to reflect these changes.

Additionally, Mercedes informed the agency that because the 124 line has been replaced by the 210 line, beginning with MY 1996, the nameplate for the 124 (E-Class) vehicle line should be changed to the 210 (E-Class) vehicle line. The final theft list has been revised accordingly.

The following list represents NHTSA's final calculation of theft rates for all 1996 passenger motor vehicle lines. This list is intended to inform the public of calendar year 1996 motor vehicle thefts of model year 1996 vehicles and does not have any effect on the obligations of regulated parties under 49 U.S.C. Chapter 331, Theft Prevention.

THEFT RATES OF MODEL YEAR 1996 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 1996

	Manufacturer	Make/model (line)	Thefts 1996	Production (Mfr's) 1996	1996 (per 1,000 vehicles produced) theft rate
1	MITSUBISHI	DIAMANTE	28	600	46.6667
2	MAZDA	MX-3	1	27	37.0370
3	ROLLS-ROYCE	SILVER DAWN	1	31	32.2581
4	TOYOTA	SUPRA	7	275	25.4545
5	CHRYSLER CORP.	INTREPID ¹	8	465	17.2043
6	MITSUBISHI	MIRAGE	364	31,933	11.3989
7	TOYOTA	LEXUS GS	27	2,535	10.6509
8	MITSUBISHI	MONTERO	112	11,026	10.1578
9	NISSAN	300ZX	28	2,893	9.6785
10	CHRYSLER CORP.	DODGE STEALTH	3	358	8.3799
11	NISSAN	STANZA ALTIMA	719	92,478	7.7748
12	CHRYSLER CORP.	SEBRING COUPE	250	32,527	7.6859
13	CHRYSLER CORP.	PLYMOUTH NEON	779	103,871	7.4997
14	BMW	8	2	267	7.4906
15	TOYOTA	LEXUS SC	34	4,785	7.1055
16	CHRYSLER CORP.	DODGE NEON	926	131,821	7.0247
17	CHRYSLER CORP.	JEEP GRAND CHEROKEE	1,978	281,814	7.0188
18	SAAB	SAAB 9000	23	3,284	7.0037
19	MITSUBISHI	GALANT	371	54,673	6.7858

THEFT RATES OF MODEL YEAR 1996 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 1996—Continued

	Manufacturer	Make/model (line)	Thefts 1996	Production (Mfr's) 1996	1996 (per 1,000 vehicles produced) theft rate
20	GENERAL MOTORS	CHEVROLET CORVETTE	137	21,008	6.5213
21	ROLLS-ROYCE	SILVER SPUR	1	155	6.4516
22	HYUNDAI	ACCENT	300	46,691	6.4252
23	MITSUBISHI	ECLIPSE	323	51,055	6.3265
24	CHRYSLER CORP.	DODGE STRATUS	622	99,683	6.2398
25	HONDA/ACURA	NSX	3	486	6.1728
26	SUZUKI	SWIFT	12	2,087	5.7499
27	NISSAN	MAXIMA	893	156,602	5.7024
28	MITSUBISHI	EXPO	7	1,230	5.6911
29	FORD MOTOR CO.	MERCURY TRACER	74	13,199	5.6065
30	HYUNDAI	SONATA	54	9,694	5.5705
31	TOYOTA	TERCEL	335	60,704	5.5186
32	FORD MOTOR CO.	MUSTANG	696	126,357	5.5082
33	CHRYSLER CORP.	NEW YORKER/LHS	209	38,284	5.4592
34	TOYOTA	COROLLA	1,136	210,277	5.4024
35	SUZUKI	ESTEEM	32	5,926	5.3999
36	NISSAN	SENTRA/200SX	894	168,554	5.3039
37	GENERAL MOTORS	OLDSMOBILE CIERA	658	124,817	5.2717
38	MERCEDES BENZ	129 (SL-CLASS)	29	5,530	5.2441
39	TOYOTA	LEXUS LS	120	22,919	5.2358
40	HONDA	PRELUDE	50	9,683	5.1637
41	CHRYSLER CORP.	DODGE INTREPID	714	145,289	4.9143
42	GENERAL MOTORS	OLDSMOBILE ACHIEVA	173	35,605	4.8589
43	MAZDA	MILLENNIA	56	11,669	4.7990
44	CHRYSLER CORP.	PLYMOUTH BREEZE	224	46,718	4.7947
45	FORD MOTOR CO.	ASPIRE	143	30,287	4.7215
46	GENERAL MOTORS	CHEVROLET CORSICA	675	149,133	4.5262
47	NISSAN	INFINITI J30	24	5,340	4.4944
48	FORD MOTOR CO.	ESCORT	553	125,391	4.4102
49	TOYOTA	4-RUNNER	295	67,361	4.3794
50	MERCEDES BENZ	140 (S-CLASS)	58	13,320	4.3544
51	HONDA	ACCORD	1,629	377,911	4.3105
52	CHRYSLER CORP.	STRATUS ¹	1	232	4.3103
53	GENERAL MOTORS	CHEVROLET LUMINA MINIVAN	101	23,522	4.2939
54	GENERAL MOTORS	CHEVROLET CAMARO	261	61,449	4.2474
55	GENERAL MOTORS	BUICK CENTURY	391	92,430	4.2302
56	GENERAL MOTORS	GEO METRO	355	84,371	4.2076
57	TOYOTA	CAMRY	1,447	344,599	4.1991
58	NISSAN	INFINITI Q45	17	4,059	4.1882
59	MITSUBISHI	3000GT	21	5,127	4.0960
60	TOYOTA	PASEO	28	6,837	4.0954
61	NISSAN	240SX	30	7,334	4.0905
62	FORD MOTOR CO.	CONTOUR	653	167,572	3.8968
63	BMW	M3	6	1,561	3.8437
64	GENERAL MOTORS	PONTIAC GRAND AM	790	206,435	3.8269
65	MAZDA	626/MX-6	320	84,528	3.7857
66	GENERAL MOTORS	PONTIAC FIREBIRD	116	31,038	3.7374
67	GENERAL MOTORS	CHEVROLET CAVALIER	1,001	269,595	3.7130
68	FORD MOTOR CO.	MERCURY MYSTIQUE	189	51,666	3.6581
69	BMW	3	140	38,444	3.6417
70	HONDA	DEL SOL	11	3,034	3.6256
71	HONDA/ACURA	INTEGRA	177	49,077	3.6066
72	CHRYSLER CORP.	CIRRUS	156	43,695	3.5702
73	SUZUKI	SIDEKICK	67	18,982	3.5297
74	GENERAL MOTORS	CHEVROLET BERETTA	152	43,270	3.5128
75	HONDA/ACURA	TL	132	37,629	3.5079
76	FORD MOTOR CO.	LINCOLN TOWN CAR	314	90,750	3.4601
77	GENERAL MOTORS	PONTIAC TRANS SPORT	56	16,355	3.4240
78	HYUNDAI	ELANTRA	96	28,040	3.4237
79	FORD MOTOR CO.	EXPLORER	1,427	419,288	3.4034
80	CHRYSLER CORP.	EAGLE VISION	43	12,830	3.3515
81	KIA MOTORS	SEPHIA	89	27,048	3.2904
82	MAZDA	PROTÉGÉ	196	59,602	3.2885
83	CHRYSLER CORP.	DODGE AVENGER	126	38,949	3.2350
84	CHRYSLER CORP.	EAGLE SUMMIT	3	932	3.2189
85	AUDI	CABRIOLET	4	1,258	3.1797
86	CHRYSLER CORP.	DODGE B1500/B2500 VAN	5	1,594	3.1368
87	BMW	7	19	6,134	3.0975

THEFT RATES OF MODEL YEAR 1996 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 1996—Continued

	Manufacturer	Make/model (line)	Thefts 1996	Production (Mfr's) 1996	1996 (per 1,000 vehicles produced) theft rate
88	CHRYSLER CORP.	JEEP CHEROKEE	575	186,217	3.0878
89	FORD MOTOR CO.	THUNDERBIRD	259	85,015	3.0465
90	GENERAL MOTORS	PONTIAC GRAND PRIX	232	77,375	2.9984
91	TOYOTA	LEXUS ES	121	41,140	2.9412
92	GENERAL MOTORS	GEO PRIZM	215	73,200	2.9372
93	GENERAL MOTORS	BUICK SKYLARK	121	41,856	2.8909
94	CHRYSLER CORP.	EAGLE TALON	33	11,518	2.8651
95	NISSAN	PATHFINDER	161	56,635	2.8428
96	NISSAN	INFINITI I30	100	35,950	2.7816
97	CHRYSLER CORP.	DODGE VIPER	5	1,812	2.7594
98	CHRYSLER CORP.	SEBRING CONVERTIBLE	131	47,959	2.7315
99	TOYOTA	CELICA	28	10,293	2.7203
100 ...	ISUZU	TROOPER	48	17,881	2.6844
101 ...	GENERAL MOTORS	CADILLAC DEVILLE	285	107,649	2.6475
102 ...	FORD MOTOR CO.	PROBE	79	30,146	2.6206
103 ...	FORD MOTOR CO.	TAURUS	1,031	393,897	2.6174
104 ...	ISUZU	RODEO	115	44,067	2.6097
105 ...	GENERAL MOTORS	PONTIAC SUNFIRE	251	97,143	2.5838
106 ...	CHRYSLER CORP.	DODGE DAKOTA PICKUP TRUCK	249	96,653	2.5762
107 ...	GENERAL MOTORS	GEO TRACKER	138	53,907	2.5600
108 ...	HONDA	CIVIC	598	233,620	2.5597
109 ...	FORD MOTOR CO.	LINCOLN MARK VIII	34	13,331	2.5504
110 ...	PORSCHE	911	19	7,456	2.5483
111 ...	TOYOTA	TACOMA PICKUP TRUCK	322	132,011	2.4392
112 ...	VOLKSWAGEN	JETTA	202	83,898	2.4077
113 ...	GENERAL MOTORS	PONTIAC BONNEVILLE	166	69,642	2.3836
114 ...	FORD MOTOR CO.	MERCURY SABLE	293	123,305	2.3762
115 ...	JAGUAR	XJ6	18	7,658	2.3505
116 ...	GENERAL MOTORS	OLDSMOBILE SILHOUETTE	14	6,128	2.2846
117 ...	GENERAL MOTORS	CHEVROLET CAPRICE	135	60,201	2.2425
118 ...	CHRYSLER CORP.	PLYMOUTH VOYAGER	411	183,469	2.2402
119 ...	GENERAL MOTORS	CHEVROLET BLAZER S-10	569	254,875	2.2325
120 ...	HONDA/ACURA	SLX	8	3,589	2.2290
121 ...	CHRYSLER CORP.	NEON ¹	2	909	2.2002
122 ...	TOYOTA	AVALON	145	65,924	2.1995
123 ...	MAZDA	MX-5 MIATA	41	18,994	2.1586
124 ...	NISSAN	INFINITI G20	33	15,509	2.1278
125 ...	GENERAL MOTORS	OLDSMOBILE CUTLASS SUPREME	157	74,371	2.1110
126 ...	TOYOTA	T100 PICKUP TRUCK	80	37,941	2.1085
127 ...	FORD MOTOR CO.	MERCURY COUGAR	80	38,919	2.0556
128 ...	GENERAL MOTORS	GMC JIMMY S-15	170	83,199	2.0433
129 ...	GENERAL MOTORS	CADILLAC ELDORADO	40	20,040	1.9960
130 ...	GENERAL MOTORS	BUICK REGAL	199	99,729	1.9954
131 ...	MERCEDES BENZ	202 (C-CLASS)	48	24,200	1.9835
132 ...	GENERAL MOTORS	CHEVROLET LUMINA/MONTE CARLO	596	302,631	1.9694
133 ...	JAGUAR	XJ12	1	509	1.9646
134 ...	HONDA	PASSPORT	49	25,041	1.9568
135 ...	VOLKSWAGEN	CABRIO	10	5,155	1.9399
136 ...	VOLVO	850	118	60,899	1.9376
137 ...	GENERAL MOTORS	CHEVROLET ASTRO VAN	143	74,183	1.9277
138 ...	TOYOTA	RAV4	81	42,646	1.8994
139 ...	CHRYSLER CORP.	DODGE CARAVAN	629	344,553	1.8256
140 ...	NISSAN	PICKUP TRUCK	179	99,156	1.8052
141 ...	TOYOTA	PREVIA VAN	14	8,022	1.7452
142 ...	FORD MOTOR CO.	RANGER PICKUP TRUCK	490	282,203	1.7363
143 ...	HONDA/ACURA	3.5RL	26	15,176	1.7132
144 ...	GENERAL MOTORS	CHEVROLET S-10 PICKUP TRUCK	350	208,469	1.6789
145 ...	FORD MOTOR CO.	WINDSTAR VAN	376	231,107	1.6270
146 ...	GENERAL MOTORS	SATURN SC	82	50,439	1.6257
147 ...	AUDI	A4	25	15,407	1.6226
148 ...	GENERAL MOTORS	OLDSMOBILE BRAVADA	20	12,525	1.5968
149 ...	MAZDA	B SERIES PICKUP TRUCK	73	45,730	1.5963
150 ...	VOLKSWAGEN	GOLF/GTI	36	22,747	1.5826
151 ...	JAGUAR	XJS	5	3,235	1.5456
152 ...	GENERAL MOTORS	OLDSMOBILE EIGHTY-EIGHT	83	53,916	1.5394
153 ...	MERCEDES BENZ	210 (E-CLASS)	29	19,001	1.5262
154 ...	FORD MOTOR CO.	LINCOLN CONTINENTAL	41	27,829	1.4733
155 ...	GENERAL MOTORS	GMC SONOMA PICKUP TRUCK	73	50,795	1.4371

THEFT RATES OF MODEL YEAR 1996 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 1996—Continued

	Manufacturer	Make/model (line)	Thefts 1996	Production (Mfr's) 1996	1996 (per 1,000 vehicles produced) theft rate
156 ...	FORD MOTOR CO	MERCURY GRAND MARQUIS	136	95,020	1.4313
157 ...	SUZUKI	X-90	7	4,907	1.4265
158 ...	GENERAL MOTORS	GMC SAFARI VAN	32	22,540	1.4197
159 ...	CHRYSLER CORP	CONCORDE	71	50,123	1.4165
160 ...	GENERAL MOTORS	CADILLAC SEVILLE	46	33,641	1.3674
161 ...	VOLKSWAGEN	PASSAT	25	18,770	1.3319
162 ...	GENERAL MOTORS	SATURN SL	273	210,472	1.2971
163 ...	JAGUAR	VANDEN PLAS	6	4,688	1.2799
164 ...	FORD MOTOR CO	AEROSTAR VAN	75	59,468	1.2612
165 ...	NISSAN	QUEST	56	45,543	1.2296
166 ...	GENERAL MOTORS	BUICK RIVIERA	20	17,389	1.1502
167 ...	GENERAL MOTORS	BUICK PARK AVENUE	53	47,008	1.1275
168 ...	MAZDA	MPV	16	14,595	1.0963
169 ...	VOLVO	960	20	18,266	1.0949
170 ...	CHRYSLER CORP	TOWN & COUNTRY MPV	113	105,993	1.0661
171 ...	KIA MOTORS	SPORTAGE	9	8,638	1.0419
172 ...	SUBARU	LEGACY	82	79,809	1.0275
173 ...	ISUZU	HOMBRE PICKUP TRUCK	13	12,993	1.0005
174 ...	ISUZU	OASIS	4	4,001	0.9998
175 ...	FORD MOTOR CO	MERCURY VILLAGER MPV	53	57,403	0.9233
176 ...	GENERAL MOTORS	OLDSMOBILE AURORA	20	22,349	0.8949
177 ...	FORD MOTOR CO	CROWN VICTORIA	95	108,250	0.8776
178 ...	CHRYSLER CORP.	CARAVAN ¹	1	1,140	0.8772
179 ...	SUBARU	IMPREZA	14	16,337	0.8570
180 ...	GENERAL MOTORS	SATURN SW	14	16,539	0.8465
181 ...	SAAB	SAAB 900	19	22,516	0.8438
182 ...	GENERAL MOTORS	CADILLAC FLEETWOOD	7	8,346	0.8387
183 ...	GENERAL MOTORS	BUICK FUNERAL COACH/HEARSE	1	1,457	0.6863
184 ...	GENERAL MOTORS	BUICK LESABRE	33	52,129	0.6330
185 ...	BMW	Z3	6	11,542	0.5198
186 ...	GENERAL MOTORS	BUICK ROADMASTER	11	21,495	0.5117
187 ...	HONDA	ODYSSEY	8	19,266	0.4152
188 ...	GENERAL MOTORS	OLDSMOBILE NINETY-EIGHT	5	14,383	0.3476
189 ...	AUDI	A6	3	9,269	0.3237
190 ...	FIAT	FERRARI F355	0	286	0.0000
191 ...	GENERAL MOTORS	GMC C1500 SIERRA PICKUP	0	5,912	0.0000
192 ...	GENERAL MOTORS	GMC G1500/2500 SAVANA VAN	0	2,113	0.0000
193 ...	GENERAL MOTORS	CHEVROLET G1500/2500 CHEVY VAN	0	9,271	0.0000
194 ...	GENERAL MOTORS	CHEVROLET C1500 PICKUP	0	14,441	0.0000
195 ...	GENERAL MOTORS	CADILLAC LIMOUSINE	0	1,598	0.0000
196 ...	JAGUAR	XJR	0	506	0.0000
197 ...	LAMBORGHINI	DB132/DIABLO	0	35	00.0000
198 ...	MITSUBISHI	PICKUP TRUCK	0	725	0.0000
199 ...	ROLLS-ROYCE	BENTLEY CONTINENTAL R	0	47	0.0000
200 ...	ROLLS-ROYCE	BENTLEY BROOKLANDS	0	87	0.0000
201 ...	ROLLS-ROYCE	BENTLEY AZURE	0	84	0.0000
202 ...	ROLLS-ROYCE	BENTLEY TURBO R/TURBO RL	0	66	0.0000
203 ...	SUBARU	SVX	0	852	0.0000
204 ...	VECTOR AEROMOTIVE	AVTECH SC/M12	0	11	0.0000

¹ Special production of vehicles for sale only in Puerto Rico under the Chrysler nameplate.

Issued on: June 25, 1998.

L. Robert Shelton,

Associate Administrator for Safety
Performance Standards.

[FR Doc. 98-17778 Filed 7-2-98; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-31 (Sub-No. 34X)]

Grand Trunk Western Railroad Incorporated—Abandonment Exemption—in Oakland County, MI

Grand Trunk Western Railroad Incorporated (GTW) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon a 0.73-mile line of its railroad on the Cass

City Subdivision between milepost 0.72 and milepost 1.25 in Oakland County, Pontiac, MI. The line traverses United States Postal Service Zip Code 48342.¹

GTW has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) any overhead traffic that previously moved over the line can

¹ On June 24, 1998, GTW informed the Board that the actual mileage for the line is 0.53 instead of 0.73 as stated in its verified notice.