

Civil Tiltrotor Development Advisory Committee; Economics Subcommittee; Meetings

Pursuant to Section 10(A)(2) of the Federal Advisory Committee Act Public Law (72-362); 5 U.S.C. (App. I), notice is hereby given of a meeting of the Federal Aviation Administration (FAA) sponsored Civil Tiltrotor Development Advisory Committee (CTRDAC)

Economic Subcommittee that will be held on April 24, 1995 in Philadelphia, PA at the Philadelphia International Airport in the Tour Room located on the Concourse between Terminals C and D.

The meeting will begin at 10:00 a.m. and conclude by 4:00 p.m.

THIS IS A CHANGE IN BOTH DATE AND PLACE. Previously, the meeting had been scheduled on April 17 in Cambridge, MA.

The agenda for the third Economics Subcommittee meeting will include the following:

(1) Review and discussion on the draft executive summary of the economics report.

(2) Review of assumptions.

(3) Review of schedule and work plans.

Persons who plan to attend the meeting should notify Ms. Karen Braxton on 202-267-9451 by April 20. Attendance is open to the interested public, but limited to space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting.

Members of the public may provide a written statement to the Subcommittee at any time.

Persons with a disability requiring special services, such as an interpreter for the hearing impaired, should contact Ms. Karen Braxton at least three working days prior to the meeting.

Issued in Washington, D.C., April 7, 1995.

Richard A. Weiss,

Designated Federal Official, Civil Tiltrotor Development Advisory Committee.

[FR Doc. 95-9156 Filed 4-12-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Adair County, Missouri

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent Cancellation.

SUMMARY: The FHWA is issuing this notice to advise the public that a Notice of Intent (NOI) to prepare an environmental impact statement for a proposed project in central Missouri is

anceled. The NOI was published in the Federal Register on March 10, 1994.

This cancellation is based on the issuance of a Finding of No Significant Impact (FONSI) on March 10, 1995, by the FHWA. The FONSI is based on the environmental reevaluation of a formerly approved environmental assessment (EA).

FOR FURTHER INFORMATION CONTACT:

Mr. Donald Neumann, Programs Engineer, Federal Highway Administration, PO Box 1787, Jefferson City, MO 65102, Telephone Number 314-636-7104; or Mr. Bob Sfreddo, Design Engineer, Missouri Highway and Transportation Department, PO Box 270, Jefferson City, MO 65102, Telephone Number 314-751-2876.

SUPPLEMENTARY INFORMATION: This project involves the proposed upgrade of U.S. Route 63 to a dual-lane facility starting approximately 1.5 mile south of Missouri Route T and continuing to a point approximately 1 mile south of Missouri Route KK in Adair County, Missouri.

Issued on: April 5, 1995.

Donald Neumann,

Program Review Engineer, Jefferson City.

[FR Doc. 95-9122 Filed 4-12-95; 8:45 am]

BILLING CODE 4910-22-M

Environmental Impact Statement: Broome County, NY

AGENCY: Federal Highway Administration (FHWA), New York State Department of Transportation (NYSDOT).

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 bridge crossing the Susquehanna River connecting Route 17C with Route 17 and Route 434 in eastern Tioga/western Broome Counties, New York.

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) 431-4127.

or

Richard R. Church, Regional Director, New York State Department of Transportation, Binghamton State Office Building, 44 Hawley Street, Binghamton, New York 13901-3200, Telephone: (607) 721-8116.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the

NYSDOT, will prepare an Environmental Impact Statement (EIS) on a proposal to construct a bridge and associated approach roadway and interchange ramps for a new crossing of the Susquehanna River connecting NYS Route 17C with NYS Route 17 and NYS Route 434 in one of the four corridors located between Hiawatha Boulevard in the town of Owego, Tioga County and NYS Route 26 in the town of Vestal and village of Endicott, Broome County.

Four alternatives and the no-build alternative are under consideration. The four build alternatives (referred to as A1, B2, C4 and D2) represent the bridge alignments deemed most feasible in each of the proposed corridors. All four of the alternatives would connect Route 434 with Route 17C. Alternatives A1, B2 and C4 would also provide access to Route 17. Alternative D2, being a local connector, would not.

All four bridge alternatives would span the Susquehanna River. Alternatives A1, B2 and C4 would also span Route 17 on the south side of the river and the Conrail tracks on the north side of the river. Betterments being considered along Route 434 and Route 17C would be limited to intersection improvements required at the termini of the proposed bridge alternatives.

The proposed project has possible benefits including reduced traffic congestion, improved mobility, and increased potential for community cohesion, growth and economic development.

Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State and local agencies, and others who have previously expressed interest in this proposal. Public information meetings were held in the town of Vestal on November 30, 1993 and in the town of Apalachin on December 1, 1993. Meetings were also held with local officials in the towns of Vestal, Union and Owego in September 1993. The issues raised by written correspondence and at the local public information meetings will be incorporated into the EIS. The Draft EIS will be available for public and agency review and comment.

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 NYSDOT or FHWA at the addresses provided above by May 15, 1995.

Issued on: April 4, 1995.

Stanley Gee,

Division Administrator, Assistant Federal Highway Administration, Albany, New York.

[FR Doc. 93-9123 Filed 4-12-95; 8:45 am]

BILLING CODE 4910-22-M

Environmental Impact Statement: Newport County, Rhode Island

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 the proposed construction of a marine terminal facility in Newport, Rhode Island.

FOR FURTHER INFORMATION CONTACT:

Gordon G. Hoxie, Division Administrator, Federal Highway Administration, 380 Westminster Mall, Room 547, Providence, Rhode Island, Telephone: (401) 528-4541, or Marjorie Keefe, Project Manager, Rhode Island Department of Transportation, Two Capitol Hill—Room 372, Providence, RI 02903, Telephone: (401) 277-2023.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Rhode Island Department of Transportation (RIDOT), will prepared an environmental impact statement (EIS) to evaluate alternatives to provide a proposed marine terminal facility or facilities serving cruise ships and/or commuter vessels and ferries on Aquidneck Island, Rhode Island.

Marine terminal facilities are needed to alleviate congestion in both the harbor and on local streets in Newport, Rhode Island, for both current as well as projected levels of activity. Linking the Newport Gateway Center, a multi-modal ground transportation and visitor hub located in Newport's business tourist district, with a marine terminal would integrate ground transportation with waterborne commuter vessels, tour boats, and cruise ships. This link would create a true multi-modal complex capable of providing numerous transportation options and destinations while relieving congestion in both the harbor and on local streets. Alternatives under consideration include: (1) Taking no action; (2) a combination of sites within the Newport Inner Harbor including State Pier No. 9, American Shipyard, and/or Goat Island; (3) Fort Adams (eastern and western sides); (4) Newport Naval Pier No. 1 (Derektors Pier); and (5) Melville Marina. Other reasonable alternatives identified during the scoping process will also be considered.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in the proposed project. A public scoping meeting will be held in Newport, Rhode Island during May 1995. In addition, a public hearing will be held. Public notice will be given of the time and place of the meeting 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 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 of Federal programs and other activities apply to this program)

Issued on: April 5, 1995.

Gordon G. Hoxie,

Division Administrator, Providence, Rhode Island.

[FR Doc. 95-9124 Filed 4-12-95; 8:45 am]

BILLING CODE 4910-22-M

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Title 49 CFR 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) received from the Southern Pacific Transportation Company a request for a waiver of compliance with certain requirements of the Code of Federal Regulations. The petition is described below, including the regulatory provisions involved, and the nature of the relief being requested.

Southern Pacific Transportation Company (SP) (Waiver Petition, Docket Number RST-95-1)

The SP has requested to be relieved of compliance with § 213.57(b) of the Federal Track Safety Standards (Title 49 CFR part 213). That section refers to maximum allowable train operating speeds on nontangent track as a function of existing curvature and superelevation and, further, introduces the concept of unbalanced superelevation. The idea of trains negotiating curved track at speeds

producing either positive or negative unbalance was discussed previously in the Federal Register (52 FR 38035 on October 13, 1987). Currently, Section 213.57(b) permits a maximum of 3 inches to be used as the 2 underbalance term in the formulation of curve/speed tables by track maintenance engineers defining intermediate train speeds and curved track superelevations for any route between two points.

SP petitioned for permission to substitute the value of 4 inches instead of 3 inches in determining maximum train speeds on several hundred route-miles of track owned by the railroad and used under contract by the National Railroad Passenger Corporation (Amtrak). SP has stated that it is doing this to assist Amtrak in improving its operating efficiency. SP believes that passenger trains can be operated safely at 4 inches of underbalance and cites Amtrak's experience in operating comparable equipment on the Union Pacific Railroad Company and the Burlington Northern Railroad Company at 4 inches of underbalance. SP's policy to operate freight trains at less than 3 inches of underbalance will be unaffected by the proposed waiver.

Interested parties may submit written views, data, or comments on this petition. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires and opportunity for comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communication concerning this proceeding should identify the appropriate docket number (e.g., Waiver Petition Docket Number RST-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 45 days of the date of publication of this notice will be considered by FRA 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 (9:00 a.m.-5:00 p.m.) in room 8201, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.