

**FOR FURTHER INFORMATION CONTACT:**

Donald J. West, Division Administrator, Federal Highway Administration, Federal Building, Montpelier, VT 05601, Telephone (802)828-4423.

**SUPPLEMENTARY INFORMATION:**

The FHWA, in cooperation with the Vermont Agency of Transportation, will prepare a draft Supplemental Environmental Impact Statement (SEIS) to focus on a proposed temporary project change for a portion of the previously approved Burlington Southern Connector/Champlain Parkway Project. The entire project involves the construction of approximately 2.5 miles of a four lane, access controlled highway known as the Southern Connector, commencing at the interchange of I-189 with Shelburne Street (US Route 7), and extending westerly and northerly to the intersection of Battery and King Streets in the Burlington Central Business District.

A draft Environmental Impact Statement (EIS) for the project was completed in 1977, and a final EIS (FHWA-VT-EIS-77-02-F) was completed and approved in 1979. A portion of the original proposed project has been constructed. Final design for an additional portion has been completed. The remaining segment has been delayed due to the fact that it traverses an EPA Superfund Site. Resolution of issues on the cleanup of the Superfund Site have prohibited the entire project from being constructed. The proposed temporary project change would involve the construction of improvements to detour around the Superfund Site to allow the collector to function as intended and provide traffic relief until the Superfund Site issues are resolved.

The draft SEIS will summarize issues for the entire project, as covered in the original draft and final EIS. Additional information and impact analysis will be presented for a temporary detour around the Superfund Site, which will generally follow existing streets (Lakeside Avenue and Pine Streets); however, an approximately .5 mile section of the detour will involve new route location. Alternatives under consideration are: (1) Taking no action (i.e., no changes from the approved project); and (2) a range of alternatives for making a temporary connection via use of Lakeside Avenue and Pine Street to avoid the Superfund Site.

Impacts anticipated with the project change would be focused on right-of-way and possible section 106 and section 4(f) issues, primarily concerned with the northern portion of the

temporary detour. Impacts of the project change on wetlands, if any, are expected to be minimal. Secondary and cumulative impacts of the project change will also be addressed.

No formal scoping meeting will be held. However, comments will be solicited from the US Environmental Protection Agency (EPA), US Army Corps of Engineers (ACOE), US Fish and Wildlife Service (USFWS), State Historic Preservation Office (SHPO), and State Agency of Natural Resources (ANR). Also, a public informational meeting will be held in the project area early in the document development. The draft SEIS is expected to be filed on or about June 1, 1995, and will be sent to appropriate federal, state and local agencies, and to private organizations and citizens who have previously expressed interest in this project for their comments. A public hearing will be held following the filing of the draft SEIS.

Comments and suggestions are invited from all interested parties to ensure that the full range of issues related to this proposed action are addressed and that all significant issues are identified. Comments or questions concerning this proposal action and the SEIS 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 coordination consultation on Federal programs and activities apply to this program)

Issued on: April 13, 1995.

**William K. Fung,**

*Engineering Coordinator, Montpelier.*

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**Federal Railroad Administration****Petition for Test of New Technologies**

In accordance with title 49 CFR 211.9 and 211.41, notice is hereby given that the following railroads have petitioned the Federal Railroad Administration (FRA) for exemptions from or waivers of compliance with a requirement of its safety standards. The individual petitions are described below, including the party seeking relief, the regulatory provisions involved, and the nature of the relief being requested.

Interested parties are invited to participate in these proceedings by submitting written views, data or comments. 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 an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis of their request.

All communications concerning these proceedings should identify the appropriate waiver petition docket number (e.g., Waiver Petition Docket Number HS-94-4) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street SW., Washington, DC 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 a.m. to 5 p.m.) in room 8201, Nassif Building, 400 Seventh Street SW., Washington, DC 20590.

The individual petitions are as follows:

**Chicago and North Western Transportation Company**

*FRA Waiver Petition Docket No. HS-94-4*

Chicago and North Western requests a permanent waiver.

**Norfolk Southern Corporation**

*FRA Waiver Petition Docket No. HS-94-6*

Norfolk Southern requests a six month test waiver with a permanent waiver at the conclusion of the test period.

**Atchison, Topeka and Santa Fe Railway Company**

*FRA Waiver Docket No. HS-95-1*

Atchison, Topeka and Santa Fe requests a permanent waiver.

The above railroads seek a waiver of compliance with certain provisions of FRA Safety Regulations (Hours of Service of Railroad Employees, 49 CFR part 228). The railroads seek a waiver of 49 CFR 228.9(a)(1) which requires that records maintained under part 228 be signed by the employee whose time of duty is being recorded, or in the case of train and engine crews, signed by the ranking crew member. Each railroad seeks to establish a program that utilizes a computerized system of recording hours of duty information which would not comply with the above requirement for a "signature" of the employee or

ranking crew member. The individual railroads propose that each employee will have his or her own personal identification number ("pin") which will remain confidential to the employee. When accessing the computer for input of the hours of service record, required by § 228.11, the "pin" will not appear on the computer screen when the employee enters his or her number. The "pin" is proposed to satisfy the signature requirements of the "Hours of Service of Railroad Employees." The railroads maintain that the change is necessary to modernize recordkeeping.

Issued in Washington, DC, on April 17, 1995.

**Phil Olekszyk,**

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*  
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**Petition for Waivers of Compliance**

In accordance with 49 CFR 211.9, 211.41 and 211.45, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance with certain requirements of the Federal safety laws and regulations. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested and the petitioner's arguments in favor of relief.

**Renfe Talgo of America, Incorporated**

*Addendum to Docket Numbers RSGM-94-2 and SA-94-1*

The Washington State Department of Transportation (WDT) is the lessee of the Renfe Talgo of America, Incorporated (RTOA) passenger train currently in service in the Pacific Northwest High Speed Corridor between Seattle, Washington and Portland, Oregon. The Talgo train is operating under the Federal Railroad Administration (FRA) waivers Docket Numbers RSGM-94-2 and SA-94-1. The waivers were conditionally granted on March 25, 1994.

RTOA requested the waivers of compliance with certain provisions of the Railroad Safety Glazing Standards (49 CFR Part 223) under Docket Number RSGM-94-2 and the Railroad Safety Appliance Standards (49 CFR Part 231), under Docket Number SA-94-1 and the (see 59 FR 9016, February 24, 1994).

The RSGM-94-2 conditional waiver permits the operation of the Talgo train in revenue service in the Pacific

Northwest High Speed Rail Corridor for the WDT operated by the National Railroad Passenger Corporation (Amtrak). The waiver is from compliance with the Railroad Glazing Standards (49 CFR 223.15(b)), which requires that all side facing glazing on passenger cars must meet the FRA Type II testing criteria. RTOA states that the side facing glazing of the TALGO train may in fact meet the FRA requirements for FRA Type II, but it has not been subjected to the test specified in the regulation. The windows in the sides of the cars are double glazed with tempered safety glass. Each layer is 6 mm. (.24 inches) thick with an air space in between the two layers.

The SA-94-1 conditional waiver from compliance of the Railroad Safety Appliance Standards (49 CFR 231.14) and Sections 2 and 4 of the Safety Appliance Act (45 U.S.C. Sections 2 and 4), which requires that each passenger car must be equipped with side handholds, end handholds and uncoupling levers. The passenger cars have side handholds at the doors for the assistance of passengers, but there are no side handholds or end handholds which the rules contemplate for use in switching operations or coupling and uncoupling. RTOA states that the 12 cars in the TALGO train constitute a single unit, in that the cars will not be uncoupled from one another, except at specified maintenance facilities. The individual cars are joined by swivel type traction couplers which will not uncouple in normal operations and because of this configuration there is no need for uncoupling levers. Standard AAR Type E couplers will be installed at the ends of the front and rear service cars.

WDT has requested a change in the waiver in order to place the Talgo train in temporary revenue service between Seattle and Vancouver, British Columbia, Canada; and removing it from revenue service between Seattle and Portland.

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. However, if an opportunity for oral presentation before representatives of the FRA is requested before May 1, 1995, FRA will provide such opportunity at a public hearing. If held, this public hearing will take place in Seattle, Washington, on May 16, 1995. Information as to whether a hearing will be held, and specific location, may be obtained after May 1, 1995, by contacting the FRA Docket Clerk at 202-

366-2257 or by writing the Docket Clerk at the Federal Railroad Administration, Office of Chief Counsel, 400 Seventh Street, SW., Washington, DC 20590.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number SA-94-1) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, SW., Washington, DC 20590.

Communications received before May 26, 1995, 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 a.m.-5 p.m.) in Room 8201, Nassif Building, 400 Seventh Street, SW., Washington, DC 20590.

Issued in Washington, DC, on April 17, 1995.

**Phil Olekszyk,**

*Acting Deputy Associate Administrator for Safety Compliance and Program Implementation.*

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**National Highway Traffic Safety Administration**

**Petitions for Modification of Exemptions From the Vehicle Theft Protection Standard; Saab Cars USA, Inc.**

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

**ACTION:** Grant of petitions for modification of exemptions from vehicle theft protection standard.

**SUMMARY:** On September 8 and September 12, 1994, Saab Cars, USA, Inc. ("Saab") filed petitions with the National Highway Traffic Safety Administration ("NHTSA") asking for modification to agency-approved exemptions from the vehicle theft protection standard for its model years (MY) 1995-1997 900 and 9000 car lines. NHTSA is granting Saab's petitions for modification of its exemption from the parts-marking requirement of the vehicle theft prevention standard for the MY 1995-1997 900 and 9000 car lines because it has determined, based on substantial evidence, that the antitheft devices described in Saab's petition to be placed on the car lines as standard equipment, are likely to be as effective in reducing and deterring motor vehicle