

Birmingham International Airport at the following address: Birmingham Airport Authority, 5900 Airport Highway, Birmingham, AL 35212.

All carriers and foreign air carriers may submit copies of written comments previously provided to the Birmingham Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

David Shumate, Project Manager, FAA Airports, District Office, 120 North Hangar Drive, Suite B, Jackson, Mississippi 39208-2306, telephone number 601-965-4628. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Birmingham Airport Authority under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On January 31, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by Birmingham Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than May 13, 1997.

The following is a brief overview of the application.

PFC Application Number: 97-01-C-00-BHM.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: July 1, 1997.

Proposed charge expiration date: February 28, 2002.

Total estimated PFC revenue: \$14,401,263.

Brief description of proposed project(s): (1) Reconstruct/rehabilitate runway 5/23 (Design only), (2) Taxiway/holding apron improvements (Design only), (3) PFC administration, and (4) Reconstruct/rehabilitate runway 5/23 (Construction).

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air taxi/commercial operators.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Birmingham Airport Authority.

Issued in Jackson, Mississippi, on February 3, 1997.

Wayne Atkinson,

Manager, Airports District Office, Southern Region, Jackson, Mississippi.

[FR Doc. 97-3237 Filed 2-7-97; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Allegheny, Beaver, and Butler Counties, PA

AGENCY: Federal Highway Administration (FHWA).

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 transportation improvement in the vicinity of northern Allegheny County and southern Beaver and Butler Counties in southwestern Pennsylvania locally known as the Crows Run Transportation Study.

FOR FURTHER INFORMATION CONTACT:

David W. Cough, P.E., District Engineer, Federal Highway Administration, 228 Walnut Street, Room 558, Harrisburg, Pennsylvania, 17101-1720. Telephone: (717) 782-3410 or Henry Nutbrown, P.E., District Engineer, Pennsylvania Department of Transportation, 45 Thomas Run Road, Bridgeville, Pennsylvania, 15017. Telephone: (412) 429-5084.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Pennsylvania Department of Transportation (PennDOT), will prepare an Environmental Impact Statement (EIS) for a west-east transportation improvement within the study area of Traffic Route 65 (western terminus) to Traffic Route 19 and Interstate 79 (eastern terminus). The proposed study area includes Conway Borough, New Sewickley Township and Economy Borough in Beaver County, Cranberry and Jackson Townships in Butler County and Marshall Township in Allegheny County. The approximate length of the project is nine miles.

The purpose of the transportation improvement is to improve west-east access from the Ohio River Valley to the Pennsylvania Turnpike and Interstates 279 and 79. The project needs, which have been identified, are to develop a transportation improvement to: alleviate congestion, to address projected increases in traffic volumes, to provide an improved west-east connector between major north-south routes, to improve vertical and horizontal

geometry, to accommodate truck traffic, and to improve safety.

Alternatives that will be considered in the EIS include: (1) The No-Build; (2) Congestion Management Strategies (CMS), (3) Upgrade of existing roadways within the study area and (4) CMS and Upgrades. Through preliminary engineering and environmental studies, new alignment alternatives such as a new four lane facility north or south of Freedom Road were dismissed as these alternatives do not meet the project need and potentially have significant environmental impacts. The EIS will discuss the findings of these preliminary studies.

The following environmental areas will be investigated for inclusion in the EIS: Project Need; Traffic; Safety; Air Quality; Noise and Vibration; Socioeconomic and Land Use; Environmental Justice; Community Cohesion, Facilities and Services; Property Acquisition and Displacements; Historic and Archaeological Sites; Residual and Hazardous Waste Sites; Soils and Geology; Floodplains; Surface and Ground Water; Aquatic Environment; Wetlands; Threatened and Endangered Species; Vegetation and Wildlife; Agricultural Lands; Aesthetics; Construction Impacts; Energy and Section 4(f) resources.

A Citizen Advisory Committee (CAC) has been formed to solicit information from the community and to present the environmental process, project scoping and environmental studies to community representatives for distribution. The CAC is also responsible for advising PennDOT of the community's concerns and to evaluate the information presented and decisions to be made.

Periodic meetings are scheduled with state and federal environmental agencies through Agency Coordination Meetings (ACM) to present project information on scoping and the project development process. ACM will also be used to receive comments and direction from the agencies on the development of the project alternatives, the assessment of impacts and the identification of mitigation measures.

Public meetings have been and will continue to be held throughout the development of the EIS for the general public and agencies. Public notices of the time and place of these meetings and the public hearing will be published in area newspapers. A project Mailing List and Project Newsletter have been established to inform the public of project milestones. The draft EIS will be available for public and agency review and comment prior to the public

hearing. No formal scoping meeting is planned at this time.

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 and questions concerning the proposed action should be directed to the FHWA or PennDOT at the addresses 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: January 29, 1997.

J. Stephen Guhin,

Assistant Division Administrator, Harrisburg, Pennsylvania.

[FR Doc. 97-3144 Filed 2-7-97; 8:45 am]

BILLING CODE 4910-22-M

MARITIME ADMINISTRATION

Voluntary Intermodal Sealift Agreement (VISA)

AGENCY: Maritime Administration, DOT.

ACTION: Notice of meeting of joint planning advisory group.

On January 28-29, 1997, the Maritime Administration and the United States Transportation Command, Co-Chairs of the Joint Planning Advisory Group (Group), conducted a meeting of the Group at Scott Air Force Base, IL, to discuss contingency movement operations through the application of Stages I and II of VISA (60 FR 54144, October 19, 1995). The meeting was closed to the public because material presented was classified.

CONTACT PERSON FOR ADDITIONAL

INFORMATION: James E. Caponiti, Associate Administrator for National Security (202) 366-5400.

By Order of the Maritime Administrator.

Dated: February 4, 1997.

Joel C Richard,

Secretary.

[FR Doc. 97-3240 Filed 2-6-97; 8:45 am]

BILLING CODE 4910-81-P

Surface Transportation Board

[STB Finance Docket No. 33344]

Grand Rapids Eastern Railroad, Inc.; Lease and Operation Exemption; Coopersville and Marne Railway Company Line

Grand Rapids Eastern Railroad, Inc. (GRE), a Class III rail carrier, has filed

a notice of exemption under 49 CFR 1150.41 to lease and operate approximately 6.94 miles of rail line owned and operated by Coopersville and Marne Railway Company Line (C&M),¹ a Class III rail carrier, between milepost 159.5 at Grand Rapids (Walker) and milepost 166.44 at Marne, in Kent and Ottawa Counties, MI.

The transaction is expected to be consummated on or after February 1, 1997.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33344, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on Michael W. Blaszk, Esq., 211 South Leitch Avenue, LaGrange, IL 60525-2162.

Decided: January 31, 1996.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 97-3109 Filed 2-7-97; 8:45 am]

BILLING CODE 4915-00-P

[STB Finance Docket No. 33180]

Indiana & Ohio Railway Company; Acquisition Exemption; Lines of the Grand Trunk Western Railroad Inc.

The Indiana & Ohio Railway Company (IORY), a Class III rail carrier, filed a notice of exemption under 49 CFR 1150.41 to acquire from the Grand Trunk Western Railroad Inc. (GTW) rail lines totaling approximately 146.1 miles between Diann, MI, and Springfield, OH. The lines are located between: (1) milepost 39.7 at Diann, MI, and milepost 107.29 at XN Station near Leipsic, OH; (2) milepost 128.3 at DT&I Junction near Lima, OH, and milepost 202.7 at Springfield, OH; and (3) the Ottawa Loop between mileposts 110.8 and 114.88, south of XN Station.

As part of the acquisition, IORY will be assigned GTW's overhead trackage rights totaling 107.6 miles over: (1) 20.7 miles of CSX Transportation, Inc. (CSXT) line between CSXT Milepost 155.2 at XN Station and CSXT Milepost

134.5 at DT&I Junction; (2) 3.5 miles of Indiana & Ohio Central Railroad, Inc. (IOCR) line between IOCR Milepost 129.1 at Maitland Junction and IOCR Milepost 132.6 at Cold Springs, OH; and (3) 83.4 miles of Consolidated Rail Corporation (CR) line between CR Milepost 36.3 at Springfield and CR Milepost 119.7 at Cincinnati, OH. IORY will also acquire incidental overhead trackage rights over 22.5 miles of GTW's rail line between GTW milepost 39.7 at Diann and GTW milepost 17.2 at Flat Rock, MI.

The transaction was scheduled to become effective on December 27, 1996. Petitions to stay the effective date of the exemption pending the consideration of concurrently filed petitions to reject or revoke the notice were filed. A decision served December 20, 1996, stayed the effective date of the exemption until January 26, 1997, and directed parties to file additional information about the transaction. A decision served January 24, 1997, extended the stay to February 4, 1997. By decision served February 3, 1997, the Board denied the petitions to reject or revoke and dismissed the petitions to stay as moot.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke prior to consummation of a transaction does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33180, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on Karl Morell, Suite 225, 1455 F Street, N.W., Washington, DC 20005 and other parties of record. To obtain a list of parties of record in this proceeding, call (202) 927-5628.

Decided: February 3, 1997.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 97-3108 Filed 2-7-97; 8:45 am]

BILLING CODE 4915-00-P

[STB Finance Docket No. 33339]

Owensville Terminal Company, Inc.—Acquisition and Operation Exemption—Evansville Terminal Company, Inc.

Owensville Terminal Company, Inc. (OTC), a Class III rail carrier, has filed

¹ C&M does not presently offer freight service over the line.