

existing M-64/River Street intersection. Two commercial displacements may occur with Alternative A.

Alternative B starts approximately 250 meters (820 feet) southwest of the M-64/Superior Way intersection. The alignment then travels northeasterly to cross the Ontonagon River with a 220 meter (720 foot) fixed structure upstream of the marina and ties into River Street along Copper Street. The total length of this alternative is approximately 1.6 kilometer (one mile) and may involve up to three commercial, two public, and three residential displacements.

Alternative B-2 follows a similar alignment to Alternative B with the same starting point southwest of the M-64/Superior Way intersection. The alignment then shifts to the northeast crossing the river with a 193 meter (635 foot) fixed structure upstream of Alternative B and ties into River Street along Tin Street. Alternative B-2 is approximately 1.6 kilometer (one mile) long and may involve up to one commercial and five residential displacements. The alternative will require modifications to the M-38/US-45/River Street intersection, with US-45 being relocated 84 meters (275 feet) southeast of its current location to intersect M-38 at a right angle. Alternative B-2 may displace five residential and one commercial units.

Alternative C involves combining a new M-64 structure with a new railroad bridge using the same location for the piers and abutments for both the railroad and highway bridges. Alternative C starts southwest of the M-64/Superior Way intersection and crosses the river immediately upstream of the existing railroad structure. The combination fixed bridge would be approximately 430 meters (1410 feet) long. This alignment would intersect US-45 between Lead and Gold Streets and then intersect M-38 approximately 82 meters (270) southeast of Parker Avenue. This alternative may involve up to two commercial and ten residential displacements.

Alternative D starts southwest of the M-64/Superior Way intersection and crosses the river upstream of Alternative C. The fixed structure would be approximately 500 meters (1640 feet) long. Alternative D would be approximately 1.9 kilometers (1.2 miles) long. This alternative would intersect US-45 just south of Silver Street and continue east to tie into M-38 at Alsace Avenue. Alternative D may involve up to one commercial and eight residential displacements.

Alternative E also starts southwest of the M-64/Superior Way intersection

and runs easterly to tie into US-45 at Mercury Street and continues easterly along the north side of Mercury Street to intersect M-38. Alternative D is approximately 1.9 kilometers (1.2 miles) long with a 350 meter (1150 foot) long fixed structure that crosses the Ontonagon River upstream of Alternative D. This alternative may involve up to ten residential displacements.

Early coordination with a number of federal, state, and local agencies has identified the more significant issues to be addressed in the EIS. A summary of the scoping process to date, identifying the alternatives being considered and the social, economic, and environmental issues involved, is being prepared. The scoping summary is expected to be available in February 1996 and will be made available to all interested agencies, organizations, and individuals on request.

A public informational meeting was held on October 12, 1995, to provide the public an opportunity to discuss the proposed action. Additional public informational meetings are anticipated. Comments on the scoping summary and the issues identified are invited from all interested parties. Requests for a copy of the scoping summary or any comments submitted should be addressed to the above contact persons. Once comments are received on the scoping summary and all potential impacts and issues are determined, a Draft EIS will be prepared to address all aspects of the different alternatives. The Draft EIS is expected to be available in late 1996 and will be available for public and agency review.

Issued on: January 24, 1996.

Norman Stoner,
Assistant Division Administrator, Lansing,
Michigan.

[FR Doc. 96-2138 Filed 1-31-96; 8:45 am]

BILLING CODE 4910-22-M

Research and Special Programs Administration

[Docket PS-146]

Notice of Request for Extension and Revision of a Currently Approved Information Collection

AGENCY: Research and Special Programs Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Research and Special Programs Administration's (RSPA) intention to request an

extension for and revision to a currently approved information collection in support of the Office of Pipeline Safety (OPS) Certification and Agreement forms for the gas and hazardous liquid pipeline safety program based on re-estimates.

DATES: Comments on this notice must be received on or before April 1, 1996, to be assured of consideration.

FOR FURTHER INFORMATION CONTACT: G. Tom Fortner, Director, Compliance and State Programs, Office of Pipeline Safety, Research and Special Programs Administration, Department of Transportation, 400 Seventh Street, S.W. Washington, D.C. 20950, (202) 366-1640.

SUPPLEMENTARY INFORMATION:

Title: Certification and Agreement forms for the gas and hazardous liquid pipeline safety program.

OMB Number: 2137-0584.

Expiration Date of Approval: March 31, 1999.

Type of Request: Extension and revision of a currently approved information collection.

Abstract: Chapter 601, Title 49, United States Code (49 U.S.C.) authorizes DOT to regulate pipeline transportation. While DOT's Office of Pipeline Safety is primarily responsible for developing, issuing, and enforcing minimum pipeline safety regulations, Chapter 601, 49 U.S.C., provides for state assumption of all or part of the regulatory and enforcement responsibility for intrastate pipelines.

Since the initiation of this Federal/State partnership, almost every state, including Puerto Rico and the District of Columbia, participates in this program. The State agency is required to submit a certification or an agreement for the gas and/or hazardous liquid program. Under a certification, the state assumes regulatory and enforcement responsibility for intrastate pipelines. Under an agreement, a state must inspect pipeline operators to determine compliance with the minimum federal safety standards and report any probable violations to DOT's Office of Pipeline Safety, which retains responsibility for enforcement action.

This request covers the collection of information under four related instruments:

- Gas Pipeline Safety Program Certification
- Gas Pipeline Safety Program Agreement
- Hazardous Liquid Pipeline Safety Program Certification
- Hazardous Liquid Pipeline Safety Program Agreement

These instruments request information relevant to the State agency's operation of the pipeline safety program which is essential for:

(1) Confirming that the state wishes to continue its participation in the pipeline safety program;

(2) Preparing the Bi-Annual Report on Pipeline Safety due to Congress on odd numbered years as mandated in Section 1121 of Public Law 104-66;

(3) Measuring state program performance that can be used to calculate the state grant allocation; and

(4) demonstrating to Congress the value of this cooperative Federal/State pipeline safety program.

Estimate of Burden: The average burden hours per response is 60.

Respondents: State gas and hazardous liquid pipeline offices.

Estimated Number of Respondents: 61.

Estimated Number of Responses per Respondent: 1.

Copies of this information collection can be reviewed at the Dockets Unit, Room 8421, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh St., S.W. Washington, D.C.

Comments are invited on: (a) The need for the proposed collection of information for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information including the validity of the methodology and assumptions used; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques. Send comments to G. Tom Fortner, Director, Compliance and State Programs, OPS, RSPA, U.S. Department of Transportation, 400 Seventh St., S.W. Washington, D.C. 20590.

All responses to this notice will be summarized and included in the request for OMB approval. All comments will also be a matter of public record.

Issued in Washington, DC on January 29, 1996.

G. Tom Fortner,
Director for Compliance and State Programs,
Office of Pipeline Safety.

[FR Doc. 96-2114 Filed 1-31-96; 8:45 am]

BILLING CODE 4910-60-M

Surface Transportation Board

[Finance Docket No. 32852]¹

Russell A. Peterson; Continuance in Control Exemption; Atlantic Transportation Trust, Inc. d/b/a Jaxport Railway

Russell A. Peterson, a noncarrier, has filed a verified notice under 49 CFR 1180.2(d)(2) to continue in control of Atlantic Transportation Trust, Inc. d/b/a Jaxport Railway (JXRY), upon JXRY's becoming a class III rail carrier. JXRY, a noncarrier, has concurrently filed a notice of exemption in Finance Docket No. 32851, *Atlantic Transportation Trust, Inc., d/b/a Jaxport Railway—Lease and Operation Exemption—Lines of Jacksonville Port Authority*, in which JXRY seeks to acquire by lease and operation approximately 10.33 miles of rail line owned by Jacksonville Port Authority in Duval County, FL. The transaction was to have been consummated on January 12, 1996.

Russell A. Peterson also controls through stock ownership four other nonconnecting class III rail carriers: Allegheny Valley Railroad Company; Gulf Coast Rail Service, Inc. d/b/a Orange Port Terminal Railway; Southwest Pennsylvania Railroad; and the Camp Chase Industrial Railroad Corporation.

The transaction is exempt from the prior approval requirements of 49 U.S.C. 11343 because Russell A. Peterson states that: (1) The railroads will not connect with each other or with any railroad in their corporate family; (2) the continuance in control is not part of a series of anticipated transactions that would connect the railroads with each other or with any railroad in their corporate family; and (3) the transaction does not involve a class I carrier.

As a condition to this exemption, any employees adversely affected by the transaction will be protected under *New York Doc Ry.—Control—Brooklyn Eastern Dist.*, 360 I.C.C. 60 (1979).

¹ The ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323. Therefore, this notice applies the law in effect prior to the Act, and citations are to the former sections of the statute, unless otherwise indicated.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10502 [formerly section 10505(d)] may be filed at any time. The filing of a petition to reopen will not stay the exemption's effectiveness. An original and 10 copies of all pleadings, referring to Finance Docket No. 32852, must be filed with the Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on Keith G. O'Brien, Rea, Cross & Auchincloss, 1920 N Street, NW, Suite 420, Washington, DC 20026.

Decided: January 26, 1996.

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

Vernon A. Williams,
Secretary.

[FR Doc. 96-2078 Filed 1-31-96; 8:45 am]

BILLING CODE 4915-00-P

Surface Transportation Board¹

[Finance Docket No. 32851]

Atlantic Transportation Trust, Inc., d/b/a Jaxport Railway; Lease and Operation Exemption; Lines of Jacksonville Port Authority

Atlantic Transportation Trust, Inc., d/b/a Jaxport Railway (JXRY), a noncarrier, has filed a verified notice under 49 CFR Part 1150, Subpart D—*Exempt Transactions* to acquire by lease and operate approximately 10.33 miles of rail line owned by the Jacksonville Port Authority (JPA), previously known as the "Municipal Docks Terminal Railway" (MDT), which consists of: (a) Lead from MP MDT 0.00 to MP MDT 0.94; and (b) Tallyrand Marine Terminal trackage from MP MDT 0.94 to MP MDT 10.33, in Duval County, FL. The transaction was to have been consummated on January 12, 1996.

¹ The ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10901. Therefore, this notice applies the law in effect prior to the Act, and citations are to the former sections of the statute, unless otherwise indicated.