

configurations for the intersection with Issaquah-Hobart Road. Reasonable alternatives identified during the scoping process will also be evaluated. Analysis will focus on identifying impacts and mitigation measures, and providing information appropriate to choosing a preferred alignment alternative from among the alternatives identified through the scoping and public involvement process.

The EIS will identify direct, secondary and cumulative impacts associated with the roadway alternatives under consideration. The EIS will also address other cumulative impacts, taking into consideration two separate but related projects which are currently in the preliminary design phase, and are undergoing separate environmental review: (1) The proposed South Sammamish Plateau Access Road (South SPAR) and Sunset Interchange modification project, and (2) the proposed North Sammamish Plateau Access Road (North SPAR).

The South SPAR and Sunset Interchange modification project would connect the Sunset Interchange with a major east-west arterial in the southwestern portion of the Grand Ridge Development area and modify the existing partial interchange, which presently provides only a west bound off-ramp and east on-ramp, to a full interchange that provides for all traffic movements to and from I-90. It is sponsored by the Washington State Department of Transportation, City of Issaquah, King County, and two private developers (Grand Ridge Ltd. Partnership and Glacier Ridge Ltd. Partnership). It is being addressed in a separate project-specific EIS written in accordance with the National Environmental Policy Act (NEPA).

The North SPAR project would connect the proposed South SPAR with the existing intersection of Issaquah-Pine Lake Road Southeast and Issaquah-Fall City Road Southeast. The North SPAR project is a King County-sponsored project separate from the Sunset Interchange/South SPAR project, with its own logical termini and independent utility. It will be addressed in a separate project-specific EIS written in accordance with the Washington State Environmental Policy Act (SEPA).

Relevant information about various environmental issues related to both the Sunset Interchange/South SPAR EIS and

the North SPAR EIS will be incorporated into the Southeast Issaquah Bypass EIS to address secondary and cumulative impacts.

The purpose of the proposed Southeast Issaquah Bypass project is to provide arterial access to I-90 in the vicinity of the Sunset Interchange for Issaquah traffic and Hobart area traffic; to provide a bypass of the City of Issaquah Central Business District, thereby reducing Issaquah congestion; to support adopted City and Region comprehensive land use plans and their fulfillment, which today are suffering from violations of level of transportation concurrency standards; and to satisfy all of the above purposes in a multimodal context with improved auto, transit, bicycle, and pedestrian access to existing and future land uses.

Environmental issues of concern to be addressed in the EIS include transportation; air quality; noise; land use and social elements; wetlands; biological resources (wildlife and vegetation); fisheries resources; water quality (surface and ground water); floodplains; hazardous materials; historic, archaeological and cultural resources; waterways and hydrological systems (surface and groundwater quantity); soils and topography; geologic hazards; energy; and visual impacts. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, appropriate Native American tribes, and to private organizations and citizens who have expressed, or are known to have, an interest in this proposal. An agency scoping meeting will be held on December 9, 1996 from 1:30 p.m. to 3:30 p.m. at the City of Issaquah's Council Chambers, 135 East Sunset Way, Issaquah, Washington. A public scoping meeting will be held on December 9, 1996 from 5:00 p.m. to 8:00 p.m. at Issaquah High School Commons, 700 Second Avenue SE, Issaquah, Washington. The public and all affected agencies will be invited to attend the meetings. Public notice will be given of the time and place of the meetings.

To assure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments are invited from all interested parties. Comments and suggestions concerning this proposed action and the EIS should be directed to the FHWA at the address provided.

(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 activities apply to this program)

Issued on November 8, 1996.

José M. Miranda,

Environmental Program Manager, Olympia, WA.

[FR Doc. 96-29602 Filed 11-19-96; 8:45 am]

BILLING CODE 4910-22-M

Maritime Administration

[Docket MSP-004]

Alaska Cargo Transport, Inc.; Application Pursuant to Section 656 of the Merchant Marine Act, 1936, as Amended (Act)

Alaska Cargo Transport, Inc. (Alaska Cargo), by application received October 31, 1996, and supplemented November 7, 1996, applied under Section 651, Subtitle B, of the Act for participation in the Maritime Security Program (MSP). In support of its application Alaska Cargo submitted information pertaining to its level of service as required by section 656 of the Act. Applicants who wish to receive MSP payments must describe their level of service as provided for in section 656. Pursuant to section 656 of the Act, the Maritime Administration must determine Alaska Cargo's level of noncontiguous domestic trade service should it become party to an MSP operating agreement.

In support of its request, Alaska Cargo described its level of noncontiguous domestic trade service to Alaska, including vessels, capacities and itineraries for the 12-month period ending July 1, 1992 in Exhibit 1. The voyages listed under "Voy #" beginning with the number "9" are voyages whereby Alaska Cargo provided service under a space charter arrangement with Samson Tug & Barge. The voyages beginning with an "A" or a "C" are with vessels owned or chartered by Alaska Cargo.

Alaska Cargo described its level of noncontiguous domestic trade service to Hawaii, including vessels, capacities and itineraries for the 12-month period ending August 9, 1995 in Exhibit 2.

EXHIBIT 1.—ALASKA CARGO TRANSPORT, INC.

[A voyage recap servicing the Alaska Railbelt and adjacent areas one year prior to July 1, 1992]

Depart	Arr	Voy#	Tug	Barge	TEU cap	Itinerary
6/8/91	7/2/91	9113	Powhatan	Annahootz	565	SEA/SEW/SEA

EXHIBIT 1.—ALASKA CARGO TRANSPORT, INC.—Continued

[A voyage recap servicing the Alaska Railbelt and adjacent areas one year prior to July 1, 1992]

Depart	Arr	Voy#	Tug	Barge	TEU cap	Itinerary
6/15/91	7/10/91	9114	Phillip Foss	ZB 285	585	SEA/SEW/SEA
6/21/91	7/10/91	9115	Mariner	ZB 280	585	SEA/SEW/SEA
6/28/91	8/6/91	9116	Sidney Foss	ZB 286	585	SEA/SEW/SEA
7/14/91	8/12/91	C591	Marine Explorer	JI 281	585	SEA/ANCH/SEA
7/5/91	8/5/91	9117	Powhatan	Annahootz	585	SEA/SEW/SEA
7/12/91	8/12/91	9118	Agness Foss	ZB 284	585	SEA/SEW/SEA
7/19/91	8/16/91	9119	Mariner	ZB 280	585	SEA/SEW/SEA
7/27/91	9/3/91	9120	Phillip Foss	ZB 284	585	SEA/SEW/SEA
8/9/91	9/28/91	9122	Sidney Foss	ZB 286	585	SEA/SEW/SEA
8/15/91	9/6/91	C691	Marine Explorer	JI 281	585	SEA/ANCH/SEW/SEA
8/23/91	9/29/91	9124	Agness Foss	ZB 284	585	SEA/SEW/SEA
9/6/91	10/25/91	9125	Phillip Foss	Fairweather	650	SEA/SEW/SEA
9/13/91	10/5/91	C791	Hawaiian Victory	JI 333	650	SEA/ANCH/SEA
9/20/91	10/25/91	9126	Agness Foss	Annahootz	560	SEA/SEW/SEA
10/4/91	11/7/91	9127	Sidney Foss	ZB 284	585	SEA/SEW/SEA
10/11/91	11/2/91	C891	Marine Explorer	ZB 280	585	SEA/SEW/SEA
10/18/91	11/15/91	9128	Daniel Foss	ZB 286	585	SEA/SEW/SEA
11/1/91	12/3/91	9129	Agness Foss	Fairweather	650	SEA/SEW/SEA
11/15/91	12/15/91	9130	Sidney Foss	ZB 284	585	SEA/SEW/SEA
12/27/91	1/29/92	9133	Sidney Foss	ZB 284	585	SEA/SEW/SEA
1/24/92	3/8/92	9202	Agness Foss	Fairweather	650	SEA/SEW/SEA
2/21/92	3/22/92	9204	Phillip Foss	ZB 286	585	SEA/SEW/SEA
3/8/92	4/11/92	9205	Agness Foss	ZB 284	585	SEA/SEW/SEA
3/20/92	4/11/92	A192	Hawaiian Victory	PT	650	SEA/ANCH/SEA
4/10/92	5/10/92	A292	Marine Explorer	JI 281	585	SEA/ANC/WIND BAY/ CAMAS/SEA
4/21/92	5/20/92	A392	Ocean Victory	PT	650	SEA/VALD/ANC/AFOG/ WAUNA/SEA
5/18/92	6/16/92	A492	Marine Explorer	JI 281	585	SEA/ANC/AFOG/WAUNA/ SEA
6/14/92	7/15/92	A592	Alaskan Victory	JI 340	780	SEA/ANC/AFOG/CAMAS/ SEA
Total Annual TEU's ...					17505	

PT=Pacific Trader.

EXHIBIT 2.—ALASKA CARGO TRANSPORT, INC.

[A voyage recap servicing Hawaii and adjacent areas one year prior to August 9, 1995]

Depart	Arr	Voy#	Tug	Barge	TEU cap	Itinerary
7/20/94	8/16/94	H994	Marine Commander	JI 333	650	SEA/HONO/SEA
8/9/94	9/12/94	H1094	Manfred Nystrom	JI 340-2	780	SEA/HONO/KAHALUI/ HILO/SEA
8/23/94	2/5/95	G0194	Hawaiian Victory	JI 333	650	SEA/HONO/GUAM/OKI- NAWA/YOKO/VOST/ YOKO/HOLMSK/YOKO/ VOST/GUAM/SEA
8/31/94	10/17/94	H1194	Marine Commander	PT	650	SEA/HONO/MIDWAY/ HONO/SEA
9/21/94	10/23/94	H1294	Manfred Nystrom	JI 340-2	780	SEA/HONO/NAWILIWILI/ RAINIER/SEA
10/13/94	11/19/94	H1394	Alaskan Victory	ZB 303	700	SEA/HONO/SEA
11/2/94	12/15/94	H1494	Manfred Nystrom	JI 340-2	780	SEA/KAWAIHE/HONO/ HILO/ KAHALUI/RAIN/ SEA
11/23/94	1/13/95	H1594	Alaskan Victory	ZB 303	700	SEA/HONO/MIDWAY/ HONO/SEA
12/19/94	2/2/95	H1694A	Manfred Nystrom	JI 340-2	780	SEA/HONO/PT ALLEN/ KAHALUI/RAINIER/SEA
12/28/94	1/29/95	H1694B	Molanai	PT	650	SEA/HONO
1/9/95	2/8/95	H0195	Alaskan Victory	AP	650	SEA/HONO
2/9/95	4/24/95	G0294	Alaskan Victory	PT	650	HONO/GUAM/HONO/KO- DIAK/AFOGNAK/SEA
2/12/95	3/5/95	H0195	Marine Commander	AP	650	HONO/MIDWAY/SEA
2/9/95	3/11/95	H0295	Snohomish	JI 340-2	780	SEA/HONO/KAHALUI/ RAINIER/SEA
3/1/95	4/1/95	H0395	Mogul	JI 333	650	SEA/HONO/SEA

EXHIBIT 2.—ALASKA CARGO TRANSPORT, INC.—Continued

[A voyage recap servicing Hawaii and adjacent areas one year prior to August 9, 1995]

Depart	Arr	Voy#	Tug	Barge	TEU cap	Itinerary
3/23/95	5/4/95	H0495	Manfred Nystrom	JI 340-2	780	SEA/RAIN/HONO/PR AL/ KAHALUI/HONO/RAIN/ SEA
4/12/95	5/29/95	H0595	Geronimo	JI 333	650	SEA/HONO/JOHNSTON ISL./HONO/SEA
5/2/95	5/31/95	H0695	Dauntless	Juneau	760	SEA/HONO/SEA
5/23/95	6/25/95	H0795	Manfred Nystrom	JI 340-2	780	SEA/HONO/KAHALUI/ RAINIER/SEA
6/13/95	7/12/95	H0895	Marine Commander	ZB 303	760	SEA/HONO/SEA
7/5/95	8/6/95	H0995	Manfred Nystrom	JI 340-2	780	SEA/HONO/PT. ALLEN/ SEA
7/17/95	9/16/95	H0995B	Hawaiian Victory	AT	650	SEA/HONO/MIDWAY/J. ISL./HONO/SEA
7/25/95	8/26/95	H1095	Oregon	PT	650	SEA/HONO/SEA
1/22/95	6/22/95	T0195	Enforcer	AT	650	SEA/HONO/TAIWAN/ GUAM/MIDWAY/SEA
Total Annualized TEU's.	16960	

AT=Alaska Trader.
PT=Pacific Trader.

Any person, firm or corporation having any interest in the application for section 656 consent and desiring to submit comments concerning Alaska Cargo's request must by 5:00 PM December 20, 1996, file comments in triplicate to the Secretary, Maritime Administration, Room 7210, Nassif Building, 400 Seventh Street, SW., Washington, D.C. 20590.

By Order of the Maritime Administrator.
Dated: November 15, 1996.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 96-29679 Filed 11-19-96; 8:45 am]

BILLING CODE 4910-81-P

[Docket MSP-005]

Sea-Trader Co.; Notice of Application Pursuant to Section 656 of the Merchant Marine Act, 1936, as Amended (Act)

Sea-Trader Co. (Sea-Trader), by application received October 18, 1996, and supplemented November 6, 1996, applied under Section 651, Subtitle B, of the Act for participation in the Maritime Security Program (MSP). In support of its application Sea-Trader submitted information pertaining to its level of noncontiguous domestic trade service. Pursuant to section 656 of the Act, the Maritime Administration must determine Sea-Trader's level of

noncontiguous domestic trade service should it become party to a MSP operating agreement.

In support of its request, Sea-Trader described the level of service of its affiliated company Northland Services, Inc. (Northland) in noncontiguous domestic trade service. Sea-Trader noted that with respect to Northland's seasonal tug/barge service to all points in Northwestern Alaska, in the one-year period prior to July 1, 1992, the carrying capacity and the number of sailings to the ports of primarily Anchorage, Naknek, Bethel, Dillingham, Dutch Harbor and Nome were as follows in table 1:

TABLE 1.—NORTHLAND SERVICES, INC., SEASONAL SERVICE

[A voyage recap of tug/barge services to all points in Northwestern Alaska one year prior to July 1, 1992]

Sailing date	Barge	Teu cap	Itinerary
7/91	BANDON	180	Seattle, Anch., Naknek, Bethel, Dill'ham, Dutch Harbor and Nome.
8/91	KENAI TRADER	432	Seattle, Anch., Naknek, Bethel, Dill'ham, Dutch Harbor and Nome.
9/91	FOSS 343	550	Seattle, Anch., Naknek, Bethel, Dill'ham, Dutch Harbor and Nome.
3/92	POLAR TRADER	210	Seattle, Anch., Naknek, Bethel, Dill'ham, Dutch Harbor and Nome.
4/92	FOSS 343	550	Seattle, Anch., Naknek, Bethel, Dill'ham, Dutch Harbor and Nome.
4/92	SOUTHEAST TRADER	210	Seattle, Anch., Naknek, Bethel, Dill'ham, Dutch Harbor and Nome.
5/92	FOSS 343	550	Seattle, Anch., Naknek, Bethel, Dill'ham, Dutch Harbor and Nome.
5/92	KENAI TRADER	432	Seattle, Anch., Naknek, Bethel, Dill'ham, Dutch Harbor and Nome.
6/92	FOSS 343	550	Seattle, Anch., Naknek, Bethel, Dill'ham, Dutch Harbor and Nome.