

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 11), notice is hereby given of a meeting of the aviation Security Advisory Committee to be held July 17, 1996, in the MacCracken Room, tenth floor, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. The agenda for the meeting will include reports on the Universal Access System, Rewrites of FAR 107 and 108, the status of RTCA Access Control Standards, and the domestic security baseline.

Attendance at the July 17, 1996, meeting is open to the public but is limited to space available. Members of the public may address the committee only with the written permission of the chair, which should be arranged in advance. The chair may entertain public comment if, in its judgment, doing so will not disrupt the orderly progress of the meeting and will not be unfair to any other person.

Members of the public are welcome to present written material to the committee at anytime. Persons wishing to present statements or obtain information should contact the Office of the Associate Administrator for Civil Aviation Security, 800 Independence Avenue, SW., Washington, D.C. 20591, telephone 202-267-7451.

Issued in Washington, D.C. on June 25, 1996.

Quinten T. Johnson,

*Acting Director, Office of Civil Aviation Security Policy and Planning.*

[FR Doc. 96-16961 Filed 7-2-96; 8:45 am]

**BILLING CODE 4910-13-M**

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## Federal Highway Administration

### Environmental Impact Statement: Howell, MI

**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 the East Howell Area I-96 Interchange in Genoa Township, Livingston County, Michigan.

**FOR FURTHER INFORMATION CONTACT:** Mr. James Kirschensteiner, Programs and Environmental Engineer, Federal Highway Administration, 315 W. Allegan Street, Lansing, Michigan 48933, Telephone (517) 377-1880 or Mr. Ron Kinney, Manager, Environmental Section, Bureau of Transportation Planning, Michigan Department of

Transportation, P.O. Box 30050, Lansing, Michigan 48909, Telephone (517) 335-2621.

**SUPPLEMENTARY INFORMATION:** The FHWA in cooperation with the Michigan Department of Transportation (MDOT), the Southeast Michigan Council of Governments (SEMCOG), and the Livingston County Road Commission (LCRC), is preparing an Environmental Impact Statement (EIS) for the proposed construction of a new Interchange along I-96 between Chilson Road and Dorr Road in Livingston County. The proposed project would require a new interchange which is needed to improve access to the East Howell Area. Traffic operations at the Lake Chemung/I-96 Interchange, which is a partial interchange, are not able to accommodate current and future traffic volumes.

A Major Investment Study is underway to narrow the range of alternative investment strategies. The alternatives under consideration include (1) No Build, (2) the construction of a new I-96 Interchange at a new location, and (3) the reconstruction of the Lake Chemung/I-96 Interchange.

Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State, and local agencies, and had a Scoping Document attached. Letters requesting comments have also been sent to organizations and citizens who have previously expressed, or are known to have interest in this proposal. Two public information meetings were held to date under the Major Investment Study on April 17, 1996 and June 19, 1996, to provide the public an opportunity to discuss the proposed action. A public hearing will also be held on the Draft Environmental Impact Statement. Public notice will be given of the time and place of the hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing. A Scoping Meeting is scheduled for Thursday, July 25, 1996, and will be held at 9:30 a.m. at the Livingston County Road Commission Building, 3535 Grand Oaks Drive, Howell, Michigan.

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 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 on Federal programs and activities apply to this program.)

Issued on: June 24, 1996.

James J. Steele,

*Division Administrator, Lansing, Michigan.*

[FR Doc. 96-16903 Filed 7-2-96; 8:45 am]

**BILLING CODE 4910-22-M**

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### Environmental Impact Statement, St. Paul, MN

**AGENCY:** Federal Highway Administration.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for the possible reconstruction of Ayd Mill Road, in St. Paul, Minnesota.

**FOR FURTHER INFORMATION CONTACT:** William Lohr, Federal Highway Administration, Suite 490 Metro Square Building, 121 East Seventh Place, St. Paul, Minnesota, 55101, Telephone (612) 290-3241; or Michael C. Klassen, Project Manager, St. Paul Department of Public Works, 800 City Hall Annex, 25 West 4th Street, St. Paul, MN 55101, Telephone (612) 266-6209.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Minnesota Department of Transportation and the City of St. Paul, will prepare an EIS on a proposal for the improvement of Ayd Mill Road. Ayd Mill Road is located in the southwestern portion of the City of St. Paul and runs in a northwesterly direction from I-35E near Jefferson Avenue to the intersection of Selby Avenue and Pascal Street. The total length of the project is approximately 1.8 miles.

A direct connection between I-35E and the south end of Ayd Mill Road was postponed in the early 1980's until a connection to I-94 on the north had been studied. An Ayd Mill Road Task Force, comprised of neighborhood representatives and the City Planning Commission, concluded in 1988 that issues in the Ayd Mill Road corridor were serious enough to warrant further study in an EIS.

An EIS Scoping Process was initiated in 1993. Working with the organizations they represent, Task Force members developed and evaluated ten major alternatives, each with sub-alternatives. In May 1996, the St. Paul City Council determined that seven alternatives will be carried forward in the Draft EIS. The alternatives to be studied in the Draft EIS include:

- No Build

- Transportation Systems Management Plan and Travel Demand Management (TSM/TDM)
- Replace Ayd Mill Road with a Linear Park
- Two-lane City Street (35 mph) on the Hybrid alignment with a direct connection to I-35E on the south and a split diamond interchange with I-94
- Four-lane roadway (40 mph) on the Hybrid alignment with a direct connection to I-35E on the south and a split diamond interchange with I-94
- Four-lane expressway (45 mph) on the Railroad Spur alignment with a direct connection to I-35E on the south and a freeway-to-freeway interchange with I-94
- Limited access freeway (45 mph) on the Railroad Spur alignment with a direct connection to I-35E on the south and a freeway-to-freeway interchange with I-94
- High Occupancy Vehicle (HOV) lanes as sub-alternatives for the last four alternatives

The Ayd Mill Road Scoping Document and Draft Scoping Decision Document was published February 6, 1995. A Public Scoping meeting was held March 2, 1995 to receive comments. After a delay due to administrative matters, the Ayd Mill Road Scoping Decision Document was published May 13, 1996. Copies of both documents were distributed to agencies, interested persons, elected and appointed officials and libraries. A press release was published to inform citizens of the documents' availability.

Coordination has been initiated and will continue with appropriate Federal, State and local agencies, and private organizations and citizens who have previously expressed or are known to have an interest in this project. A formal public hearing will be held in the project area following release of the Draft EIS. Public notice will be given for the time and place of the hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that all significant issues relating to this proposed action are addressed, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed project and the EIS should be directed to the City of St. Paul at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 10.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: June 13, 1996.

Alan J. Friesen,

*Engineering and Operations Engineer, Federal Highway Administration.*

[FR Doc. 96-16752 Filed 7-2-96; 8:45 am]

BILLING CODE 4910-22-M

### Maritime Administration

#### Approval of Request for Removal Without Disapproval From the Roster of Approved Trustees

Notice is hereby given, pursuant to Public Law 100-710 and 46 CFR Part 221, that Fifth Third Bank, with offices at Fifth Third Center, Cincinnati, Ohio 45263, has requested removal, without disapproval, from the Roster of Approved Trustees. In its request for removal, Fifth Third Bank, stated it is no longer necessary for the Bank to maintain its status as a Maritime Administration Trustee.

Therefore, pursuant to Public Law 100-710 and 46 CFR Part 221, Fifth Third Bank, Cincinnati, Ohio, is removed from the Roster of Approved Trustees.

This notice shall become effective on date of publication.

Dated: June 27, 1996.

By Order of the Maritime Administrator.

Joel C. Richard,

*Secretary.*

[FR Doc. 96-16936 Filed 7-2-96; 8:45 am]

BILLING CODE 4910-81-P

#### Approval of Request for Removal Without Disapproval From the Roster of Approved Trustees

Notice is hereby given, pursuant to Public Law 100-710 and 46 CFR Part 221, that Seattle-First National Bank, with offices at 701 Fifth Avenue, 11th Floor, Seattle, Washington 98124, has requested removal, without disapproval, from the Roster of Approved Trustees. In its request for removal, Seattle-First National Bank, stated it is no longer necessary for the Bank to maintain its status as a Maritime Administration Trustee.

Therefore, pursuant to Public Law 100-710 and 46 CFR Part 221, Seattle-First National Bank, Seattle, Washington, is removed from the Roster of Approved Trustees.

This notice shall become effective on date of publication.

Dated: June 27, 1996.

By Order of the Maritime Administrator.

Joel C. Richard,

*Secretary.*

[FR Doc. 96-16937 Filed 7-2-96; 8:45 am]

BILLING CODE 4910-81-P

### Surface Transportation Board<sup>1</sup>

[Docket No. AB-6 (Sub-No. 374)]

#### Burlington Northern Railroad Company—Adverse Discontinuance—in Denver, CO

[Docket No. AB-33 (Sub-No. 92)]

#### Union Pacific Railroad Company—Adverse Discontinuance—in Denver, CO

AGENCY: Surface Transportation Board.

ACTION: Notice of findings.

**SUMMARY:** The Board has found that the public convenience and necessity permit: (1) Burlington Northern Railroad Company to discontinue trackage rights and service over a section of rail line generally running along National Western Drive (in the "National Western Drive Corridor"), from the intersection of the track, on the south, with the rail line that runs generally along the east bank of the South Platte River (in the "River Corridor"), to the inactive connection with the line of track of the Denver and Rio Grande Western Railroad Company along Franklin Street, on the north, and to, but not across, the right-of-way for Race Court, on the northeast, in the Denver Stockyards, Denver, CO, a total distance of approximately 0.8 miles; and (2) Union Pacific Railroad Company to discontinue trackage rights and service over two sections of rail line, totaling approximately 1.2 miles in distance, in the Denver Stockyards, Denver, CO, consisting of: (a) in the "River Corridor," the section of line adjacent to the east bank of the South Platte River, from a point 600 feet north of the intersection of the River Corridor track with the northwestern right-of-way line of National Western Drive to the west right-of-way line of Franklin Street; and (b) in the "National Western Drive Corridor," the section of line adjacent to National Western Drive, from the intersection of the line with the south right-of-way line of East 46th Street to the intersection of the line with the east

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 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. 10903 and 10904.