

14 CFR 119.5(g) and 119.21(a) which would have the effect of exempting the petitioner from 14 CFR Part 121. Because the required relief is much broader than originally noticed, the public is being afforded the opportunity to comment on the expended petition.

Docket No.: 38660.

Petitioner: Collings Foundation.

Sections of the FAR Affected: 14 CFR 119.5(g) and 119.21(a).

Description of Relief Sought: To permit the Collings Foundation to conduct the carriage of passengers on local flights in their limited category B-17 and experimental category B-24 aircraft in support of Collings Foundation fund raising efforts. A summary of this petition requesting relief from 14 CFR 91.315 and 91.319 was previously published for comment on August 26, 1996, 61FR 43808. The FAA has determined that the petitioner requires relief from 14 CFR 119.5(g) and 119.21(a) which would have the effect of exempting the petitioner from 14 CFR Part 121. Because the required relief is much broader than originally noticed, the public is being afforded the opportunity to comment on the expended petition.

[FR Doc. 96-25779 Filed 10-7-96; 8:45 am]

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Federal Highway Administration

Federal Transit Administration

[FTA/FHWA Docket No. 96-1837]

Notice of Request for the Extension of Currently Approved Information Collections

AGENCIES: Federal Transit Administration (FTA), Federal Highway Administration (FHWA), DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the FTA and FHWA to request the Office of Management and Budget (OMB) to extend the following currently approved information collection: Metropolitan Planning and Statewide Planning.

DATES: Comments must be submitted before December 9, 1996.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the United States Department of Transportation, Central Dockets Office, PL-401, 400 Seventh Street, S.W., Washington, D.C. 20590. All comments received will be available for examination at the above address

from 10:00 a.m. to 5:00 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard/envelope.

FOR FURTHER INFORMATION CONTACT: Mr. Paul Verchinski, FTA, (202) 366-1626 or Mr. Sheldon Edner, FHWA, (202) 366-4066.

SUPPLEMENTARY INFORMATION: Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) The necessity and utility of the information collection for the proper performance of the functions of the FTA and the FHWA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB reinstatement of this information collection.

Title: Metropolitan Planning and Statewide Planning (OMB Number: 2132-0529)

Background: The FTA and FHWA jointly carry out the Federal mandate to improve urban and rural transportation. 49 U.S.C. 5303 and 23 U.S.C. 134 and 135 require metropolitan planning organizations (MPOs) and States to develop transportation plans and programs. The information collection activities involved in developing the Unified Planning Work Program (UPWP), the Metropolitan Transportation Plan, the Statewide Transportation Plan, the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP) are necessary to identify and evaluate the transportation issues and needs in each urbanized area and throughout every State. These products of the transportation planning process are essential elements in the reasonable planning and programming of federally-funded transportation investments.

In addition to serving as a management tool for MPOs and State DOTs, the UPWP is used by both FTA and FHWA to monitor the transportation planning activities of those agencies. It is also needed to develop policy on using funds, monitor State and local compliance with national technical emphasis areas, respond to congressional inquiries, prepare congressional testimony, and ensure efficiency in the use and expenditure of Federal funds by determining that planning proposals are both reasonable and cost-effective. 49 U.S.C. 5304 and 23 U.S.C. 134(h)

require the development of TIPs for urbanized areas; STIPs are mandated by 23 U.S.C. 135(f). After approval by the Governor and MPO, metropolitan TIPs in attainment areas are to be incorporated directly into the STIP. For nonattainment areas, FTA/FHWA must make a conformity finding on the TIPs before including them into the STIP.

The complete STIP is then jointly reviewed and approved or disapproved by FTA and FHWA. These conformity findings and approval actions constitute the determination that States are complying with the requirements of 23 U.S.C. 135 and 49 U.S.C. Section 5303 as a condition of eligibility for Federal-aid funding. Without these documents, approvals and findings, capital and/or operating assistance, cannot be provided.

Respondents: State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs).

Estimated Annual Burden on Respondents: 607.4 hours for each of the 531 respondents.

Estimated Total Annual Burden: 322,510 hours.

Frequency: Annually and biennially.

Issued: October 3, 1996.

Gordon J. Linton,

FTA Administrator.

George S. Moore, Jr.,

FHWA Associate Administrator for Administration.

[FR Doc. 96-25777 Filed 10-7-96; 8:45 am]

BILLING CODE 4910-57-U

Federal Transit Administration

Environmental Impact Statement on the Central Florida Light Rail Transit System

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA), the Florida Department of Transportation, and the Central Florida Regional Transportation Authority (CFRTA), locally known as LYNX intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) on the proposed light rail transit project in Osceola, Orange, and Seminole Counties, Florida.

The EIS will evaluate the following alternatives: a no-build alternative, a Transportation System Management alternative consisting of low to medium cost improvements to the facilities and operations of LYNX in addition to the

currently planned transit improvements in the corridor, and the light rail transit alignment (including line, station locations and support facilities). Scoping will be accomplished through correspondence with interested persons, organizations, and Federal, State and local agencies, and through public meetings.

DATES: *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered should be sent to the Florida Department of Transportation by November 22, 1996. See **ADDRESSES** below. Scoping Meetings: A joint FTA, Florida Department of Transportation and Central Florida Regional Transportation Authority public scoping meeting will be held on Wednesday, November 6, 1996 at 1:30 p.m. at the LYNX Board Room located at 225 East Robinson Street, Suite 300, Orlando, FL. See **ADDRESSES** below.

ADDRESSES: Written comments on the project scope should be sent to Mr. Harold Webb, Florida Department of Transportation, District Five, 719 South Woodland Boulevard, DeLand, Florida 32720. Scoping meetings will be held at the following location: LYNX Board Room, 225 East Robinson Street, Suite 300, Orlando, Florida.

See **DATES** above.

FOR FURTHER INFORMATION CONTACT: Mr. Paul Jensen, Acting Deputy Regional Administrator, Federal Transit Administration, Region IV, (404) 347-3948.

SUPPLEMENTARY INFORMATION:

1. Scoping

The FTA, FDOT, and LYNX invite written comments for a period of 45 days after publication of this notice (see **DATES** and **ADDRESSES** above). During scoping, comments should focus on identifying specific social, economic, or environmental impacts to be evaluated, and suggesting alternatives that are less costly or less environmental impacts to be evaluated, and suggesting alternatives that are less costly or less environmentally damaging which achieve similar objectives. Comments should focus on the issues and alternatives for analysis, and not on a preference for a particular alternative. Individual preference for a particular alternative should be communicated during the comment period for the Draft EIS.

If you wish to be placed on the mailing list to receive further information as the project continues, contact Mr. Harold Webb at the Florida Department of Transportation, District Five. (see **ADDRESSES** above).

II. Description of Study Area and Project Need

The proposed project consists of an approximately 48.3 mile total light rail transit system. The minimum operating segment consist of 20-24 miles linking Osceola County's Celebration development in the south, through Orlando and central Orange County, to the vicinity of Sanford and the Volusia and Seminole County lines to the north. The new light rail transit alignment will be located either within the Interstate 4 right-of-way or in adjacent to the CSX rail corridor and surface streets or a combination of the alignment locations. The light rail transit alignment provides the opportunity to connect four of the five intermodal stations identified in the Regional Consensus Plan and Resource Document; the Osceola County Celebration Activity Center; the International Drive Grand Terminal Station; the Downtown Orlando Intermodal Facility, and the Sanford/Seminole County Transportation Center.

Interstate 4 is generally considered to be the spine of Central Florida's transportation system, carrying the greatest number of people and vehicles of any transportation facility in the region and serving many of the region's primary activity centers. On most of its sections Interstate 4 has evolved from being a highway primarily intended to serve long distance travelers to one which serves many shorter trips. Congestion and delays on Interstate 4 and along the parallel arterial highways are now considered to be the major transportation problem facing this rapidly growing region. With the prospect of continued and accelerated growth in population and tourism in Central Florida, travel conditions will continue to deteriorate at an increasing rate.

In response to this need, FDOT, in conjunction with LYNX, has completed a Major Investment Study (MIS) for the Interstate 4 corridor. The results of the MIS study and corresponding Interstate 4 Multi-Modal Master Plan resulted in a recommended design concept and scope consisting of six general use lanes, two special use lanes, and a light rail transit system to provide the required mobility in the Interstate 4 corridor.

III. Alternatives

The alternatives proposed for evaluation include: (1) No-action, which involves no change to transportation services or facilities in the corridor beyond already committed projects,

(2) a transportation system management alternative, which will be

used for cost-effectiveness comparisons, consists of low-to-medium cost improvements to the facilities and operations of LYNX in addition to the currently planned transit improvements in the corridor,

(3) new light rail transit alignment located either within the Interstate 4 right-of-way or in or adjacent to the CSX rail corridor and select surface streets or combinations of the alignment locations.

IV. Probable Effects

FTA and the Florida Department of Transportation and LYNX will evaluate all significant environmental, social, and economic impacts of the alternatives analyzed in the EIS. Primary environmental issues include: neighborhood protection, aesthetics, bicycle facilities, trails, recreational greenways, alternative modes of transportation, lake protection, hydrology and stormwater management, archaeological and historic resources, ecological and riverine greenways, wildlife corridors, and rare habitat and listed species. Environmental and social impacts proposed for analysis include land use and neighborhood impacts, traffic and parking impacts near stations, visual impacts, impacts on cultural resources, and noise and vibration impacts. Impacts on natural areas, rare and endangered species, air and water quality, groundwater and potentially contaminated sites will also be covered. The impacts will be evaluated both for the construction period and for the long-term period of operation. Measures to mitigate any significant adverse impacts will be developed.

Issued on: October 3, 1996.

Susan E. Schruth,

Regional Administrator.

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Surface Transportation Board ¹

[STB Finance Docket No. 33119]

Chicago SouthShore & South Bend Railroad Co.—Acquisition Exemption—Kensington and Eastern Railroad Co.

Chicago SouthShore & South Bend Railroad Co. (CSS), a Class III rail

¹ The ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10902.