

Commissioners 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 July 14, 1998.

The following is a brief overview of the application.

*PFC Application No.:* 98-03-U-00-IMT.

*Level of the PFC:* \$3.00.

*Actual charge effective date:* September 1, 1995.

*Estimated charge expiration date:* December 31, 2000.

*Total approved net PFC revenue:* \$215,820.00.

*Brief description of proposed projects:* Install sanitary sewer; rehabilitate runway lighting; construct and light Taxiway "H", GA apron and GA access road. Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Not applicable.

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 Dickinson County Board of Commissioners.

Issued in Des Plaines, Illinois, on June 12, 1998.

**Benito De Leon,**

*Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 98-16356 Filed 6-18-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Grand Forks International Airport, Grand Forks, ND

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Grand Forks International Airport 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).

**DATES:** Comments must be received on or before July 20, 1998.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the following address: Federal Aviation Administration, Bismarck Airports District Office, 2000 University Drive, Bismarck, North Dakota 58504.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Stephen E. Johnson, Interim Executive Director, of the Grand Forks Regional Airport Authority at the following address; Grand Forks Regional Airport Authority, 2787 Airport Drive, Grand Forks, North Dakota 58203.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Grand Forks Regional Airport Authority under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Ms. Irene R. Porter, Manager, Bismarck Airports District Office, 2000 University Drive, Bismarck, North Dakota 58504, (701) 250-4385. 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 Grand Forks International Airport 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 June 2, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Grand Forks Regional 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 September 1, 1998.

The following is a brief overview of the application.

*PFC application number:* 98-05-C-00-GFK.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* November 1, 1998.

*Proposed change expiration date:* October 31, 2004.

*Total estimated PFC revenue:* \$1,398,163.00.

*Brief description of proposed project(s):* Expand Air Cargo Apron and Construct Service Road.

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

Commercial Operators Filing FAA Form 1800-31.

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 Grand Forks Regional Airport Authority offices at the Grand Forks International Airport.

Issued in Des Plaines, Illinois on June 12, 1998.

**Benito De Leon,**

*Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 98-16358 Filed 6-18-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement Salt Lake and Davis Counties, UT

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Revised notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) is being prepared for a proposed transportation project in Salt Lake and Davis Counties, Utah. The initial notice of intent was given in the **Federal Register** on March 17, 1997 (Volume 62, Number 51, Pages 12681-12682).

**FOR FURTHER INFORMATION CONTACT:** Tom Allen, Project Development Engineer, U.S. Department of Transportation, Federal Highway Administration, 2520 West 4700 South, Suite 9A, Salt Lake City, Utah 84118, Telephone (801) 963-0182; Byron Parker, Utah Department of Transportation, 2060 South 2400 West, Salt Lake City, Utah 84104, Telephone (801) 975-4806; or Michael Schwinn, U.S. Army Corps of Engineers, Suite A, 1403 South 600 West, Woods Cross, Utah 84010, Telephone (801) 295-8380.

**SUPPLEMENTARY INFORMATION:** Changes to the original notice of intent include: the determination of the northern terminus, change of the southern terminus from I-80 and 5600 West to 2100 North and I-215, change of the length of the highway from 17 to 13 miles, and updated information on the alternatives studied in detail and public meetings held. A detailed description of these changes are represented in the following information.

The FHWA, in cooperation with the U.S. Army Corps of Engineers, and the

Utah Department of Transportation is preparing an EIS for transportation improvements in the corridor from 2100 North and I-215 in Salt Lake City, Utah northward and eastward to the I-15/U.S. 89 interchange in Farmington, Utah due to transportation demand studies identifying the need for an additional north-south route in corridor. System connections at each end as well as other appropriate interchanges will be included. The proposed improvement involves construction of approximately 13 miles of limited access, divided highway along a new alignment.

Alternatives considered in this study include: (1) taking no action; (2) transportation system management; (3) intelligent transportation systems; (4) investment in mass transit; (5) reconstruction and widening of I-15 North; and (6) build alternatives. Transportation build alternatives being studied in detail include, but are not limited to: three alternative alignments with options.

Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Three public meetings have been held. Scoping meetings were held on April 30, 1997 and May 1, 1997. Public meetings presenting alternatives were held on August 20 and 21, 1997, and public meetings presenting impacts of alternatives were held on October 28 and 29, 1997. A public hearing will be held after the draft EIS has been prepared. 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.

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.

(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: June 15, 1998.

**Michael G. Ritchie,**

*Division Administrator.*

[FR Doc. 98-16331 Filed 6-18-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. MC-F-20921]

**Coach USA, Inc.—Control—Blue Bird Coach Lines, Inc.; Butler Motor Transit, Inc.; Gad-About Tours, Inc.; P&S Transportation, Inc.; Pittsburgh Transportation Charter Services, Inc.; Syracuse and Oswego Coach Lines, Inc.; Tippet Travel, Inc., d/b/a Marie's Charter Bus Lines; Tucker Transportation Co., Inc.; and Utica-Rome Bus Co., Inc.**

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Notice tentatively approving finance transaction.

**SUMMARY:** Coach USA, Inc. (Coach), a noncarrier, filed an application under 49 U.S.C. 14303 to acquire control of Blue Bird Coach Lines, Inc. (Blue Bird), Butler Motor Transit, Inc. (Butler), Gad-About Tours, Inc. (Gad-About), P&S Transportation, Inc. (P&S), Pittsburgh Transportation Charter Services, Inc. (PTCS), Syracuse and Oswego Coach Lines, Inc. (S&O), Tippet Travel, Inc., d/b/a Marie's Charter Bus Lines (Tippet), Tucker Transportation Co., Inc. (Tucker), and Utica-Rome Bus Co., Inc. (Utica-Rome), all motor passenger carriers. Persons wishing to oppose the application must follow the rules under 49 CFR part 1182, subparts B and C. The Board has tentatively approved the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action.

**DATES:** Comments must be filed by August 3, 1998. Applicant may file a reply by August 24, 1998. If no comments are filed by August 3, 1998, this notice is effective on that date.

**ADDRESSES:** Send an original and 10 copies of comments referring to STB Docket No. MC-F-20921 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, send one copy of comments to applicant's representatives: Betty Jo Christian and David H. Coburn, Steptoe & Johnson LLP, 1330 Connecticut Avenue, NW, Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** Beryl Gordon, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

**SUPPLEMENTARY INFORMATION:** Coach currently controls 45 motor passenger carriers. In this transaction, it seeks to acquire direct control of Blue Bird,<sup>1</sup>

Butler,<sup>2</sup> Gad-About,<sup>3</sup> P&S,<sup>4</sup> PTCS,<sup>5</sup> S&O,<sup>6</sup> Tippet,<sup>7</sup> Tucker,<sup>8</sup> and Utica-Rome<sup>9</sup> by acquiring all of the outstanding stock of these carriers. According to applicant, the stock of

intrastate operating authority issued by the New York Department of Transportation (NYDOT), the Pennsylvania Public Utilities Commission (PAPUC), the New Jersey Department of Transportation, and the Ohio Public Utilities Commission (OHPUC), and authority issued by the Province of Ontario, Canada. The carrier operates 127 motorcoaches, 21 school buses and 8 vans; and it earned revenues of approximately \$14.1 million in Fiscal Year (FY) 1996. Prior to the transfer of its stock into a voting trust, it had been owned by Louis A. Magnano.

<sup>2</sup> Butler is a Pennsylvania corporation. It holds federally issued operating authority in MC-126876 and intrastate authority issued by the PAPUC. The carrier operates 28 buses and 3 sedans; it has 68 employees; and it earned revenues of approximately \$4.7 million in FY 1996. Prior to the transfer of its stock into a voting trust, it had been owned by William G. Kaylor, Robert M. Kaylor and Thomas M. Kaylor. Prior to the establishment of a voting trust, Butler owned all of the stock of Gad-About, which Coach is also proposing to acquire in this transaction.

<sup>3</sup> Gad-About is an Ohio corporation. It holds federally issued operating authority in MC-198451 and intrastate authority issued by the OHPUC. The carrier operates 3 buses; it has 14 employees; and it earned revenues of approximately \$1.9 million in FY 1996. Prior to the transfer of its stock into a voting trust, it had been owned by Butler.

<sup>4</sup> P&S is a Florida corporation. It holds federally issued operating authority in MC-255382. The carrier operates 30 buses; it has 58 employees; and it earned revenues of approximately \$3.7 million in FY 1996. Prior to the transfer of its stock into a voting trust, it was owned by Daniel G. Schambon.

<sup>5</sup> PTCS is a Delaware corporation. It holds federally issued operating authority in MC-319195. The carrier operates 400 vehicles; it has 260 employees; and, together with affiliated companies, it earned revenues of approximately \$13 million in FY 1997. Prior to the transfer of its stock into a voting trust, it had been owned by Tyburn Limited, a noncarrier.

<sup>6</sup> S&O is a New York corporation. It holds federally issued operating authority in MC-117805 and intrastate authority issued by the NYDOT. The carrier operates 14 buses; it has 26 employees; and it earned revenues of approximately \$1.7 million in 1997. Prior to the transfer of its stock into a voting trust, it had been owned by Russell Ferdinand. The carrier is affiliated through common ownership with Utica-Rome.

<sup>7</sup> Tippet is a Florida corporation. It holds federally issued operating authority in MC-174043. The carrier operates 17 buses, 3 minibuses, and 1 limousine; it has 38 employees; and it earned revenues of approximately \$4.4 million for the fiscal year ending June 30, 1997. Prior to the transfer of its stock into a voting trust, it was owned by Marie Louise Tippet.

<sup>8</sup> Tucker is a Florida corporation. It holds federally issued operating authority in MC-223424. The carrier operates 7 buses; it has 24 employees; and it earned revenues of approximately \$650,000 for the fiscal year ending May 31, 1997. Prior to the transfer of its stock into a voting trust, it was owned by Benjamin C. Early.

<sup>9</sup> Utica-Rome is a New York corporation. It holds federally issued operating authority in MC-7914 and intrastate operating authority issued by the NYDOT. The carrier operates 13 buses; it has 37 employees; and it earned revenues of approximately \$1.6 million in 1997. Prior to the transfer of its stock into a voting trust, it was owned by Russell Ferdinand, who also owned all of the stock of S&O.

<sup>1</sup> Blue Bird is a New York corporation. It holds federally issued operating authority in MC-108531.