onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the revised noise compatibility program 1996 for Naples Municipal Airport, also effective on April 2, 1997. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the revised program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before September 29, 1997.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, Section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed revised program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the revised noise exposure maps, the FAA's evaluation of the maps, and the proposed revised noise compatibility program are available for examination at the following locations:

Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822–5024, and

Naples Airport Authority, 160 Aviation Drive North, Naples, Florida 34104

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Orlando, Florida, April 2, 1997.

Charles E. Blair,

Manager, Orlando Airport District Office.

[FR Doc. 97–9418 Filed 4–10–97; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Tuscaloosa County, AL

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 a proposed highway project in Tuscaloosa County, Alabama.

FOR FURTHER INFORMATION CONTACT: Mr. Joe D. Wilkerson, Division Administrator, Federal Highway Administration, 500 Eastern Boulevard, Suite 200, Montgomery, Alabama 36117, Telephone: (334) 223–7370, or Mr. Jimmy Butts, Director, State of Alabama Department of Transportation, 1409 Coliseum Boulevard, Montgomery, Alabama 36130, Telephone (334) 242–6311.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the State of Alabama Department of Transportation, will prepare an Environmental Impact Statement for a proposed bypass of the cities of Northport and Tuscaloosa, approximately 29 km (18 miles) in length, beginning at U.S. Highway 82 west and extending north and east around Northport and Tuscaloosa. The proposed limited access multi-lane facility provides a much-needed new crossing of the Black Warrior River that runs generally east and west through the metropolitan area. There are presently two routes serving the Northport/Tuscaloosa area that cross the Black Warrior River. Both of these facilities have become severely congested creating the need for additional river crossings. The area has experienced steady growth, and an additional highway corridor will better serve this rapidly-developing area as well as provide through traffic with an option to bypass the existing overburdened highway network.

A Notice of Intent was previously published on September 17, 1992, to prepare an Environmental Impact Statement for this project. Early coordination letters describing the proposed action and soliciting comments were sent to appropriate Federal, State, local agencies, and to private organizations and citizens who had expressed or were known to have an interest in the proposal. A scoping meeting, four public involvement meetings, and public hearings were held to describe the project and solicit public/private input. After these meetings, hearings, and consideration of comments, the location of a river crossing was selected and a FONSI approved on January 14, 1994, for a separate project within the overall limits of the bypass for construction of a bridge across the river. Funding to begin bridge construction was provided in the Intermodal Surface Transportation Efficiency Act of 1991.

A Draft Environmental Impact Statement (FHWA–AL–EIS–94–01–D) for the bypass, which also included discussion of the river crossing project, was approved on June 1, 1994. After circulation of the Draft Environmental Impact Statement and holding a corridor public hearing, comments and objections to the alignment north of the river were raised by residents of a subdivision near the proposed location. In order to ensure that there was full public knowledge of the proposed project and to clarify apparent confusion by some citizens, an additional Notice of Intent was published in 1996 to prepare a Supplemental Draft Environmental Impact Statement for the entire route. The Supplemental Draft Environmental Impact Statement was prepared on the entire route and subsequently approved on June 10, 1996. This document was circulated, and a corridor public hearing was held. Once again, objections were raised, and many of the comments concerning the outdated data indicated the need to prepare a new Environmental Impact Statement, based on current issues and conditions rather than trying to utilize information from the previous Environmental Impact Statement and Supplemental Environmental Impact Statement.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. A scoping meeting and public involvement meeting will be held in the project area. In addition, a public hearing will be held. Public notices will be given of the time and place of meetings and hearing. The Draft Environmental Impact Statement will be available for public and agency review and comment prior to the public hearing.

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 Environmental Impact Statement should be directed to

the FHWA at the address provided above.

Catalog of Federal Domestic Assistance 20.205, Highway Planning and Construction.

Issued on: April 1, 1997.

Joe D. Wilkerson,

Division Administrator, Federal Highway Administration, Montgomery, Alabama.

[FR Doc. 97–9304 Filed 4–10–97; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33377]

Coach USA, Inc.—Control Exemption—Airport Bus of Bakersfield; Antelope Valley Bus, Inc., Desert Stage Lines, Inc.; Bayou City Coaches, Inc.; Kerrville Bus Company, Inc.; Red & Tan Charter, Inc.; Red & Tan Tours, Inc.; and Rockland Coaches, Inc.

AGENCY: Surface Transportation Board.

ACTION: Notice of filing of petition for exemption.

SUMMARY: Coach USA, Inc. (Coach), a noncarrier that controls 15 motor passenger carriers, seeks to be exempted, under 49 U.S.C. 13541, from the prior approval requirements of 49 U.S.C. 14303(a)(5), to acquire control of eight other motor passenger carriers.

DATES: Comments must be filed by May 1, 1997. Petitioner may file a reply by May 5, 1997.

ADDRESSES: Send an original and 10 copies of comments referring to STB Finance Docket No. 33377 to: Office of the Secretary, Case Control Unit, Surface Transportation Board, 1925 K Street, N.W., Washington, D.C. 20423–0001. Also send one copy of comments to petitioner's representatives: Betty Jo Christian and David H. Coburn, Steptoe & Johnson LLP, 1330 Connecticut Avenue, N.W., Washington, D.C. 20036.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar, (202) 565–1600 [TDD for the hearing impaired: (202) 565–1695.]

SUPPLEMENTARY INFORMATION: Coach seeks an exemption to acquire stock control over eight motor passenger carriers that operate in interstate and intrastate commerce: Airport Bus of Bakersfield (MC–163191) (primarily charter operations and regular-route service in California and Nevada); Antelope Valley Bus, Inc. (MC–125057) (primarily charter operations and regular-route service in California and Nevada); Desert Stage Lines, Inc. (MC–140919) (primarily charter operations in California); Bayou City Coaches, Inc. (MC–245246) (primarily charter operations in Texas and New Mexico); Kerrville Bus Company, Inc. (MC–27530) (primarily charter operations and regular-route service in Texas, Louisiana, and Arkansas); Red & Tan Charter, Inc. (MC–204842) (holds authority to operate charter and special services, but does not presently conduct any bus operations); Red & Tan Tours, Inc. (MC–162174) (primarily charter operations and regular-route service in New York and New Jersey); and Rockland Coaches, Inc. (MC–29890) (primarily charter operations and regular-route service in New York and New Jersey).[1] Antelope Valley Bus, Inc. operates Airport Bus of Bakersfield as a division and wholly owns Desert Stage Lines, Inc. Red & Tan Tours, Inc., Red & Tan Charter, Inc., and Rockland Coaches, Inc. are also under common control. Bayou City Coaches, Inc. and Kerrville Bus Company, Inc. are controlled by different members of the same family. Coach states that each of the eight carriers accounts for a relatively small market share and operates regionally in diverse markets across the United States.

Coach indicates that it currently controls the nation's second largest group of motor passenger carriers, having acquired 10 carriers in May 1996,[2] and five more in November 1996.[3] In STB Finance Docket No. 33343, which is pending before the Board, petitioner is seeking to acquire control of four other motor passenger carriers.[4]

Petitioner asserts that there is little competition, and no significant overlap in operations, among the 15 carriers it now controls and the carriers it seeks to control in this proceeding and in STB Finance Docket No. 33343. Coach acknowledges that there is some overlap in service but states that the proposed acquisitions will have no meaningful effect on the continued availability of competitive transportation.

Following the acquisition of control by Coach, the eight carriers will continue to operate in their respective markets, each under its own name and each in the same basic manner as before. Coach claims that improved service at lower costs will result because of the coordination of functions, centralized management, financial support, rationalization of resources, and economies of scale that are anticipated from the common control. Coach also states that all collective bargaining agreements will be honored, that employee benefits will improve, and that no change in management personnel is planned. Additional information may be obtained from petitioner's representatives.

Coach also requests expedited action by the Board on its petition for exemption filed in this proceeding and in STB Finance Docket No. 33343. Coach explains that there will be a stock, and possibly a debt, offering in May 1997 and asks that the Board issue a decision in both proceedings by May 15, 1997.

A copy of this notice will be served on the Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue, N.W., Washington, D.C. 20530.

Decided: April 4, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 97–9363 Filed 4–10–97; 8:45 am]

BILLING CODE 4915–00–P

[1] The stock of these eight motor passenger carriers was placed in separate, independent voting trusts with different trustees to avoid any unlawful control.

[2] *See Notre Capital Ventures II, LLC and Coach USA, Inc.—Control Exemption—Arrow Stage Lines, Inc.; Cape Transit Corp.; Community Coach, Inc.; Community Transit Lines, Inc.; Grosvenor Bus Lines, Inc.; H.A.M.L. Corp.; Leisure Time Tours; Suburban Management Corp.; Suburban Trails, Inc.; and Suburban Transit Corp.*, STB Finance Docket No. 32876 (Sub-No. 1) (STB served May 3, 1996).

[3] *See Coach USA, Inc.—Control Exemption—American Sightseeing Tours, Inc.; California Charters, Inc.; Texas Bus Lines, Inc.; Gulf Coast Transportation, Inc.; and K–T Contract Services, Inc.*, STB Finance Docket No. 33073 (STB served Nov. 8, 1996).

[4] *Coach USA, Inc.—Control Exemption—Progressive Transportation, Inc.; Powder River Transportation Services, Inc.; Worthen Van Service, Inc.; and PCSTC, Inc.*, STB Finance Docket No. 33343 (STB served and published Mar. 12, 1997) (62 FR 11518).