

and use the revenue from a PFC at the Jacksonville 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 February 22, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Jacksonville Port Authority was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 1, 1999.

The following is a brief overview of the application.

PFC Application No.: 99-04-C-00-JAX.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: May 1, 1999.

Proposed charge expiration date: June 30, 2001.

Total estimated PFC revenue: \$14,868,000.

Brief description of proposed project(s): Land Acquisition for Airport Development, Terminal Development Planning and Preliminary Design, Acquisition of a 3000 Gallon Aircraft Rescue and Fire Fighting Vehicle, Perform an Environmental Assessment of a Proposed 2,500 Foot Long × 150 Foot Wide Extension to Runway 31 along with Related Taxiway Improvements.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators (ATCO) 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 Jacksonville Port Authority.

Issued in Orlando, Florida on February 22, 1999.

W. Dean Stringer,

*Manager, Orlando Airports District Office
Southern Region.*

[FR Doc. 99-4836 Filed 2-25-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33594]

Ballard Terminal Railroad Company, L.L.C.—Modified Rail Certificate¹

On May 4, 1998, Ballard Terminal Railroad Company, L.L.C. (BTRC), filed a notice for a modified certificate of public convenience and necessity under 49 CFR 1150, Subpart C, *Modified Certificate of Public Convenience and Necessity*, to operate a line of railroad (the Ballard Line) between milepost 0.09 and the end of the line at milepost 2.70, a distance of almost 3 miles in the Ballard District of Seattle, King County, WA. BTRC intends to operate over the Ballard Line under an agreement with the City of Seattle. Seattle has granted BTRC a 30-year franchise to operate the Ballard Line.

The involved rail line was approved for abandonment by Adventure Trail, Inc., doing business as Sea Lion Railroad (Sea Lion), in *Sea Lion Railroad—Abandonment Exemption—In King County, WA, et al.*, STB Docket No. AB-544X, *et al.* (STB served Aug. 11, 1998). In that proceeding, the Board deferred action on BTRC's request for a modified certificate pending administrative finality of the proceeding and notice from Seattle that it had acquired the line. The abandonment exemption proceeding has become administratively final, and Seattle has notified the Board that, on December 30, 1998, it acquired the real estate underlying the line.

The rail segment qualifies for a modified certificate of public convenience and necessity. See *Common Carrier Status of States, State Agencies and Instrumentalities, and Political Subdivisions*, Finance Docket No. 28990F (ICC served July 16, 1981).

No subsidy is involved. BTRC indicates that, in order to receive service, shippers must meet the following preconditions: "Minimum of 30 carloads per year averaged over a rolling 36 month period."

This notice will be served on the Association of American Railroads (Car Service Division) as agent for all railroads subscribing to the car-service and car-hire agreement: Association of American Railroads, 50 F St., NW,

¹ In a decision served on August 11, 1998, this proceeding was consolidated with *Sea Lion Railroad—Abandonment Exemption—In King County, WA, STB Docket No. AB-544X, and Adventure Trail D/B/A Sea Lion Railroad—Acquisition and Operation Exemption—The Burlington Northern and Santa Fe Railway Company*, STB Finance Docket No. 33486.

Washington, DC 20001; and on the American Short Line Railroad Association: American Short Line Railroad Association, 1120 G St., NW, Suite 520, Washington, DC 20005.

Decided: February 19, 1999.

By the Board, David M. Konschnick,
Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 99-4715 Filed 2-25-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33715]

New England Central Railroad, Inc.—Modified Rail Certificate

On February 10, 1999, New England Central Railroad, Inc. (NECR), filed a notice for a modified certificate of public convenience and necessity under 49 CFR 1150, Subpart C, *Modified Certificate of Public Convenience and Necessity*, to operate a 14-mile rail line owned by the State of Vermont.

The involved rail line was approved for abandonment by Montpelier and Barre Railroad Company in *Montpelier and Barre Railroad Company—Entire Line Abandonment—From Graniteville to Montpelier Junction in Washington County, VT*, Docket No. AB-202 F (ICC served Mar. 12, 1980), and acquired by the State of Vermont on November 21, 1980. The Washington County Railroad Corporation (WACR) filed a notice for a modified certificate of public convenience and necessity on November 17, 1980, and a modified rail certificate was issued to WACR authorizing it to operate the line as of November 17, 1980.¹

On February 2, 1999, WACR agreed to assign its lease of the line to NECR. On February 9, 1999, NECR accepted the assignment, and NECR and the State of Vermont agreed to cancel their lease. Also on February 9, 1999, NECR and the State of Vermont entered into an interim letter agreement for the operation of the line. The term of the letter agreement, unless modified, is 90 days. During that time, NECR and the State of Vermont intend to negotiate and enter into a lease and operating agreement that will govern future operations of the line by NECR.

The line extends from Montpelier Junction to Graniteville, VT, and

¹ See *Washington County Railroad Corporation—Operations—From Montpelier Junction to Graniteville, VT*, Finance Docket No. 29536F (ICC served Jan. 2, 1981).

connects at Montpelier Junction with NECR's main line extending from East Alburg, VT, to New London, CT. NECR proposes to provide once a week service over the line.

The rail segment qualifies for a modified certificate of public convenience and necessity. See *Common Carrier Status of States, State Agencies and Instrumentalities and Political Subdivisions*, Finance Docket No. 28990F (ICC served July 16, 1981).

A subsidy is involved. The State of Vermont's Agency of Transportation (VAOT) states that VAOT will waive

rental payments on the line for at least the first year of NECR's operation and will pay NECR a subsidy of \$105 per car for each revenue movement over the line through March 1, 2000, up to 200 cars.² There are no preconditions for shippers to meet in order to receive rail service.

This notice will be served on the Association of American Railroads (Car Service Division) as agent for all

²VAOT states that it is authorized under 5 V.S.A. 3401-3409 to administer State-owned railroad properties and to take necessary action to ensure continuity of service over such properties.

railroads subscribing to the car-service and car-hire agreement: Association of American Railroads, 50 F Street, N.W., Washington, DC 20001; and on the American Short Line Railroad Association: American Short Line Railroad Association, 1120 G Street, N.W., Suite 520, Washington, DC 20005.

Decided: February 19, 1999.

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 99-4716 Filed 2-25-99; 8:45 am]

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