

Environmental Impact Statement (DEIS) review period. Public notice will be given of the times and places for the meetings and hearing. The DEIS 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 that all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning the proposed action should be directed to the FHWA at the address provided.

(Catalog of Federal Domestic Assistance 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 October 10, 1995.

David A. Leighow,

Environmental Coordinator, Charleston, West Virginia.

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Environmental Impact Statement: Putnam and Mason Counties, WV

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 Putnam and Mason Counties, West Virginia.

FOR FURTHER INFORMATION CONTACT:

David A. Leighow, Division Environmental Coordinator, Federal Highway Administration, 550 Eagan Street, Suite 300, Charleston, West Virginia 25301, Telephone: (304) 347-5329, or, Ben L. Hark, Environmental Section Chief, Roadway Design Division, West Virginia Department of Transportation, 1900 Kanawha Boulevard East, Building 5, Room A-416, Capitol Complex, Charleston, West Virginia 25305-0430, Telephone: (304) 558-2885.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the West Virginia Division of Highways, will prepare an environmental impact statement (EIS) on a proposal to improve US Route 35 in Putnam and Mason Counties, West Virginia, for a distance of about 35 miles.

Alternatives under consideration include but are not limited to (1) taking no action, (2) minimal improvement of

existing road, (3) where possible, widening the existing two-lane highway to four lanes, and (4) constructing a four-lane, partially controlled access highway on new location. Additional alignments may be evaluated based upon the results of the preliminary environmental engineering studies and the public and agency involvement process. Incorporated into and studies with the various build alternatives will be design variations of grade and alignment. Multi-model forms of transportation, such as mass transit, will be considered and addressed as appropriate.

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, interest in this proposal. A formal scoping meeting will be scheduled. The draft EIS will be available for public and agency review and comment prior to a public meeting and public hearing. Public notice will be given of the times and places for the meeting and 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 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 Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

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David A. Leighow,

Environmental Coordinator, Charleston, West Virginia.

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Maritime Administration

[Docket S-925]

Brookville Shipping, Inc.; Notice of Application for Payment of Unused Operating-Differential Subsidy

Brookville Shipping, Inc. (Brookville) is the contractor under an Operating-Differential Subsidy Agreement (ODSA), Contract MA/MSB-272, scheduled to expire April 13, 1996, under which five U.S.-flag dry bulk carriers operated by Liberty Maritime Corporation (Liberty) are eligible for subsidy. Brookville was also the contractor under Contract MA/

MSB-166(a), which expired October 9, 1994. Under Contracts MA/MSB-272 and MA/MSB-166(a), 3,638.5 subsidy days were available to, but not used by, Brookville from 1989 to 1994. Contract MA/MSB-272 provides for one ship year of subsidy annually and expired Contract MA/MSB-166(a) also provided for one ship year of subsidy, for an aggregate of two ship years or 720 days of subsidy annually.

Brookville requests that the Maritime Subsidy Board (Board) enable Brookville to obtain the full unused benefits of Contracts MA/MSB-272 and MA/MSB-166(a) by extending those contracts for an additional five years beyond their expiration dates. In the alternative, Brookville requests that the Board enter into a new five-year contract with Brookville for payment of operating-differential subsidy (ODS) for the number of unused subsidy days.

In connection with its request, Brookville further asks the Board (i) to permit Brookville to share the 3,638.5 subsidy days not used under Contracts MA/MSB-272 and MA/MSB-166(a), respectively, among the five dry bulk carriers operated by Liberty without limitation as to the number of days that may be used in any one year; and (ii) to permit Brookville to substitute on a one-for-one basis any or all of four newly constructed Panamax bulk cargo carriers that Brookville or an affiliate would build and operate under the U.S. flag.

According to Brookville, its request would not require the Board to authorize new subsidy days, would further the purposes and policies of the Merchant Marine Act, 1936, as amended (Act), and is within the legal authority of the Board to grant.

Brookville advises that five U.S.-flag dry bulk carriers—the LIBERTY STAR, LIBERTY SUN, LIBERTY WAVE, LIBERTY SPIRIT, and LIBERTY SEA—are eligible to receive subsidy under Contract MA/MSB-272. The Liberty vessels were built in Korea pursuant to section 615 of the Act, were delivered between 1984 and 1986, and are generally regarded as the most modern and efficient in the U.S.-flag dry bulk fleet. Their cargo capacity averages about 64,000 metric tons, with typical cargoes in the 50,000-55,000 metric ton range.

Brookville states that the primary market for the Liberty vessels since their delivery has been transporting U.S. government food aid cargoes reserved to the U.S.-flag under the Cargo Preference Act of 1954, along with cargoes reserved to U.S.-flag vessels under a U.S.-Israel "Side Letter" agreement. Brookville advises that although the Liberty vessels by law were entitled to subsidy for