

(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: May 9, 1997.

**José M. Miranda,**

*Environmental Program Manager, Olympia, Washington.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Maglev Study Advisory Committee; Notice of Sixth Meeting

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of Sixth Meeting of the Maglev Study Advisory Committee.

**SUMMARY:** As required by Section 9(a)(2) of the Federal Advisory Committee Act (FACA), 5 U.S.C. App. 2 (1988) and 41 C.F.R. Part 101-6, section 101-6, 1015(a), the Federal Railroad Administration (FRA) gives notice of the sixth meeting of the Maglev Study Advisory Committee ("MSAC"). The purpose of the meeting is to advise DOT/FRA on the Congressionally mandated study of the near-term applications of maglev technology in the United States.

**DATES:** The sixth meeting of the MSAC is scheduled for 8:30 a.m. to 5:00 p.m. EDT on Monday, June 9, 1997.

**ADDRESS:** The sixth meeting of the MSAC will be held in the 7th floor Conference Room at FRA Headquarters, 1120 Vermont Avenue NW, Washington, D.C. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Those with special needs should inform Mr. Mongini 5 days in advance of the meeting so appropriate facilities can be provided.

**FOR FURTHER INFORMATION CONTACT:** Arrigo Mongini, Deputy Associate Administrator for Railroad Development, FRA RDV-2, 400 Seventh Street S.W., Washington D.C. 20590 (mailing address only) or by telephone at (202) 632-3286.

**SUPPLEMENTARY INFORMATION:** The sixth meeting of the Maglev Study Advisory Committee (MSAC) will be held on June 9th from 8:30 a.m. to 5:00 p.m. EDT at the Federal Railroad Administration (FRA) headquarters, 1120 Vermont Avenue, N.W., Washington, DC, in the

7th floor conference room. The meeting is open to the public.

The MSAC was created by the National Highway System Designation Act to advise the Secretary of Transportation in the preparation of a report to be submitted by the Secretary to the Congress evaluating the near term applications of magnetic levitation transportation technology in the U.S. "with particular emphasis on identifying projects warranting immediate application of such technology." The Act further specifies that the study also "evaluate the use of innovative finance techniques for the construction and operation of such projects." The eight committee members collectively have experience in magnetic levitation transportation, design and construction, public and private finance, and infrastructure policy disciplines. The conference report on the National Highway System Designation Act specifies that "[t]he Committee should identify and analyze specific magnetic levitation projects, such as a connector from New York City to its airports, the transportation project under development between Baltimore, Maryland and Washington, DC, and technology transfer efforts underway in Pittsburgh, Pennsylvania, so that Congress can better assess how near-term magnetic levitation technology could complement existing modes of transportation. \* \* \*" The Secretary has assigned responsibility for preparing the report to the Federal Railroad Administrator, working closely with the MSAC. The Secretary's report to the Congress will discuss the extent to which the above and other potential magnetic levitation projects warrant immediate application, taking into account such factors as ability to be financed, benefits vs costs, extent of public commitment and support, and national significance.

This meeting will focus on reviewing a draft of the Secretary's report.

Issued in Washington, D.C. on May 16, 1997.

**Donald M. Itzkoff,**

*Deputy Administrator.*

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB No. MC-F-20907]

**Greyhound Lines, Inc.—Control—  
Carolina Coach Company, Inc.,  
Kannapolis Transit Company, and  
Seashore Trailways**

**AGENCY:** Surface Transportation Board.

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

**SUMMARY:** Greyhound Lines, Inc. (Greyhound or applicant), has filed an application under 49 U.S.C. 14303 to acquire control of Carolina Coach Company, Inc., d/b/a Carolina Trailways (Carolina), Kannapolis Transit Company (Kannapolis), and Seashore Trailways (Seashore). Persons wishing to oppose the application must follow the rules under 49 CFR part 1182, subpart B. 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 are due by July 7, 1997. Applicants may reply by July 21, 1997. If no comments are received by July 7, 1997, this notice is effective on that date.

**ADDRESSES:** Send an original and 10 copies of any comments referring to STB Docket No. MC-F-20907 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, send one copy of any comments to applicants' representative: Fritz R. Kahn, Suite 750 West, 1100 New York Avenue, N.W., Washington, DC 20005-3934.

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

#### SUPPLEMENTARY INFORMATION:

Greyhound is a motor passenger carrier operating nationwide, scheduled, regular-route service. Carolina is also a motor passenger carrier, operating scheduled, regular-route service in Delaware, Maryland, North Carolina, Pennsylvania, Virginia, and the District of Columbia. Kannapolis and Seashore are non-operating motor passenger carriers, holding authority to provide regular-route operations in North Carolina and Virginia.

Under the proposed transaction, Carolina, Kannapolis, and Seashore (which currently are wholly owned subsidiaries of Carolina Associates, Inc.) would remain separate corporations but become wholly owned subsidiaries of Greyhound. Greyhound also controls Texas, New Mexico & Oklahoma