

limited, irregular, special service air taxi/commercial operations such as air ambulance services, student instruction, non-stop sightseeing flights that begin and end at the airport and are concluded [conducted] within a 25 mile radius of the airport, and other similar limited, irregular, special service operations by such Air Taxi/Commercial Operators.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue S.W., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Medford-Jackson County Airport.

Issued in Renton, Washington on April 24, 1995.

**David A. Field,**

*Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.*

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BILLING CODE 4910-13-M

## Federal Highway Administration

### Environmental Impact Statement; Lapeer County, MI

**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 the proposed improvement of M-24 from 1.6 kilometers (one mile) north of the Oakland County line to the I-69 interchange south of Lapeer in Lapeer County, Michigan.

**FOR FURTHER INFORMATION CONTACT:** Mr. Norman Stoner, Program Operations Engineer, Federal Highway Administration, 315 West Allegan St., Room 211, Lansing, Michigan 48933, Telephone (517) 377-1880 or Mr. Ron Kinney, Manager, Environmental Section, Bureau of Transportation Planning, Michigan Department of Transportation, PO Box 30050, Lansing, Michigan 48909, Telephone (517) 335-2621.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Michigan Department of Transportation, (MDOT), is preparing an Environmental Impact Statement (EIS) for the proposed

improvement of M-24 from 1.6 kilometers (one mile) north of the Oakland County line to the I-69 interchange south of Lapeer in Lapeer County, Michigan. The proposed project is approximately 14.5 kilometers (9 miles) in length and is needed to accommodate current and future traffic volumes and to improve operating conditions and the safety of the traveling public. The present facility is two lanes.

The alternatives under consideration include (1) No Action; (2) a Low Capital Investment Improvement Alternative which would include intersection improvements and other minor traffic safety modifications; and (3) Improvements Along the Existing Alignment which include a five-lane roadway or a four-lane divided highway. The five-lane alternative consists of five 3.6 meter (12-foot) lanes, shoulders and open drainage. The four-lane divided highway alternative consists of two 7.3 meter (24 foot) paved roadways with an 25.6 meter (84-foot) median, valley ditch type design and paved shoulders constructed within a predominant 91.4 meter (300 foot) right-of-way. Minor corrections of the vertical alignment would be implemented where possible. It has not yet been determined whether improvements are more likely on the east side or the west or if there are areas where the alignments need to cross over or narrow. Consequently, the alternatives are centered on the existing roadway with the widening either all west or all east. The existing right-of-way varies but is predominantly 36.6 meters (120 feet).

Early coordination with a number of Federal, State, and local agencies has identified the more significant issues to be addressed in the EIS. Accordingly, no agency scoping meeting is planned at this time. A scoping report has been prepared identifying the alternatives and the social, economic, and environmental issues involved and is available to all interested agencies, organizations and individuals on request. A public meeting was held on March 25, 1993 to provide the public an opportunity to discuss the proposed action. Comment on the scoping report and issues identified are invited from all interested parties. Requests for a copy of the scoping document or any comments submitted should be addressed to the above contact persons.

The Draft EIS is scheduled for completion in 1996 and will be made available for public and agency review and comment.

(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.)

Issued on: April 12, 1995.

**Donald Cameron,**

*Planning & Program Development Engineer, Lansing, Michigan.*

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## DEPARTMENT OF TREASURY

### Internal Revenue Service

#### Announcement of Open Membership Application Period for the Information Reporting Program Advisory Committee

**AGENCY:** Internal Revenue Service, Treasury.

**SUMMARY:** In 1991 the Internal Revenue Service (IRS) established the Information Reporting Program Advisory Committee (IRPAC). The primary purpose of IRPAC is to provide an organized public forum for discussion of relevant information reporting issues between the officials of the IRS and representatives of the payer community. IRPAC offers constructive observations about current or proposed policies, programs, and procedures, and when necessary, suggests ways to improve the operation of the Information Reporting Program. IRPAC is currently comprised of 20 representatives from various segments of the private sector payer community. Ten of these appointments to IRPAC will expire at the end of 1995. Additional members will be selected for two-year terms beginning in January 1996. National business, technical, and professional associations are encouraged to submit multiple nominees.

**SUPPLEMENTARY INFORMATION:** IRPAC reports to the National Director, Service Center Compliance, who is the executive responsible for information reporting and is charged with its system-wide planning and improvement. IRPAC is instrumental in providing advice to enhance the IRP Program. Increasing participation by external stakeholders in the planning and improvement of the tax system will help achieve the goals of increasing voluntary compliance and reduction of burden.

IRPAC members are not paid for their time or services, but consistent with Federal regulations, they will be reimbursed for their travel and lodging expenses to attend two two-day public meetings each year. IRPAC members are