

kangaroo rat, Kern mallow and Hoover's eriastrum, the HCP involves implementation of measures to minimize effects to the environment by utilizing previously disturbed lands for construction related activities to the greatest extent practicable, and designating Habitat Management Lands to compensate for the loss of natural lands. Compensation ratios for permanently disturbed habitat areas will be 3:1 (3 acres will be preserved for every 1 acre permanently disturbed); for areas considered to be temporarily disturbed, a ratio of 1.1:1 will be used (1.1 acres will be preserved for every 1 acre temporarily disturbed). In addition, direct harassment of any covered species will be avoided to the greatest extent practicable.

The EA considers the environmental consequences of four alternatives. The no project alternative would result in no immediate environmental impacts. However, state and Federal agencies regulating oil and gas activities would still require a variety of abandonment activities to occur over time; these activities may result in take of listed species. Thus, this alternative may place ARCO in violation of state and/or Federal regulations while denying ARCO Western Energy the opportunity to develop, recover and maintain potential oil resources. For these reasons, this alternative was rejected. Alternative 1, the proposed action, was selected because: (1) It best satisfies the needs and purpose of the proposed project; (2) it is likely to result in a relatively low level of incidental take; (3) impacts are mitigated through the establishment of the Coles Levee Ecosystem Preserve and the use of take reduction methods; (4) funding is available for the project as designed; and (5) high quality compensation habitat is present on the Coles Levee Ecosystem Preserve. It is anticipated that up to 330 acres of endangered species habitat may be impacted by implementation of this alternative. Alternative 2 involves the full development of the Coles Levee area for oil production. It is anticipated that up to 3,000 acres of endangered species habitat may be impacted by implementation of this alternative. This alternative was rejected because: (1) The level of incidental take would likely be greater than under the preferred alternative; (2) the additional level of mitigation funding is not economically feasible; (3) this intensity of development is not appropriate at this site based on oil reserves and extraction techniques. Alternative 3 involves the development of oil production facilities

on an alternative site. This alternative is severely constrained by the lack of facilities on-site, the costs of constructing alternative facilities, land purchase, and the likelihood of any other areas suitable for oil production in this portion of California having similar endangered species concerns. It is anticipated that up to 10,000 acres of endangered species habitat may be impacted by implementation of this alternative. For these reasons this alternative was rejected.

The Service considers implementation of the proposed HCP in connection with a section 10(a)(1)(B) permit, to be an effective means to reconcile oil drilling activities with the section 9 listed species take prohibition and other conservation mandates under the Act.

This notice is provided pursuant to section 10(a) of the Act and National Environmental Policy Act of 1969 (NEPA) regulations (40 CFR 1506.6). The Service will evaluate the application, associated documents, and comments submitted thereon to determine whether the application meets the requirements of NEPA regulations and section 10(a) of the Act. If it is determined that the requirements are met, a permit will be issued for the incidental take of the listed species. The final NEPA and permit determination will be made no sooner than 30 days from the date of this notice.

Dated: December 5, 1995.

Thomas Dwyer,

Deputy Regional Director, Region 1, Portland, Oregon.

[FR Doc. 95-30058 Filed 12-8-95; 8:45 am]

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National Park Service

Golden Gate National Recreation Area and Point Reyes National Seashore Advisory Commission Notice of Public Meeting

Notice is hereby given in accordance with the Federal Advisory Committee Act that a meeting of the Golden Gate National Recreation Area (GGNRA) and Point Reyes National Seashore Advisory Commission will be held at 7:30 p.m. (PST) on Wednesday, January 24, 1996 at GGNRA Park Headquarters, Building 201, Fort Mason, Bay and Franklin Streets, San Francisco, California to hear presentations on issues related to management of the Golden Gate National Recreation Area and Point Reyes National Seashore. This meeting was previously scheduled for Wednesday, November 15, 1995, but due to the federal shutdown affecting

national parks that week, the meeting was rescheduled.

The Advisory Commission was established by Public Law 92-589 to provide for the free exchange of ideas between the National Park Service and the public and to facilitate the solicitation of advice or other counsel from members of the public on problems pertinent to the National Park Service systems in Marin, San Francisco and San Mateo Counties. Members of the Commission are as follows:

Mr. Richard Bartke, Chairman
 Ms. Amy Meyer, Vice Chair
 Ms. Naomi T. Gray
 Dr. Howard Cogswell
 Mr. Michael Alexander
 Mr. Jerry Friedman
 Ms. Lennie Roberts
 Ms. Yvonne Lee
 Ms. Sonia Bolaos
 Mr. Trent Orr
 Mr. Redmond Kernan
 Ms. Jacqueline Young
 Mr. Merritt Robinson
 Mr. R. H. Sciaroni
 Mr. John J. Spring
 Dr. Edgar Wayburn
 Mr. Joseph Williams
 Mr. Mel Lane

The main agenda item at this meeting will be a presentation of a GGNRA Staff Report on the Golden Gate Bridge Seismic Upgrade Project. A public hearing on this project was held on Wednesday, December 13, 1995 at the Board of Supervisors and Planning Chambers, Marin County Civic Center, San Rafael, California. An overview of the Golden Gate Bridge District Seismic Retrofit Project was presented to this Advisory Commission on August 16, 1995 by Merv Giacomini, District Engineer, Golden Gate Bridge, Highway, and Transportation District. The major impacts to the park are anticipated to be on lands directly under the bridge, at Fort Point National Monument (requiring the Fort to close for several days a week during the one-year construction period), the Fort Scott area of the Presidio (which will be a staging area for construction work), and the north end of the bridge. Following approval of the Staff Report and approval of a Negative Declaration by the Golden Gate Bridge, Highway, and Transportation District board, and a Finding of No Significant Impact by the Federal Highway Administration and the National Park Service, a permit for construction activities on GGNRA land will be issued by the National Park Service incorporating agreed upon mitigation.

Also on the agenda at this meeting will be briefings on the status of a park

entrance at East Fort Miley, on the Historical Compliance Process on the Presidio and GGNRA, and an update on the Bolinas Lagoon Management Plan.

This meeting will also contain a GGNRA Superintendent's Report and a Presidio General Manager's Report.

A specific final agenda for this meeting will be made available to the public at least 15 days prior to this meeting and can be received by contacting the Office of the Staff Assistant, Golden Gate National Recreation Area, Building 201, Fort Mason, San Francisco, California 94123 or by calling (415) 556-4484.

This meeting is open to the public. It will be recorded for documentation and transcribed for dissemination. Minutes of the meeting will be available to the public after approval of the full Advisory Commission. A transcript will be available three weeks after the meeting. For copies of the minutes contact the Office of the Staff Assistant, Golden Gate National Recreation Area, Building 201, Fort Mason, San Francisco, California 94123.

Dated: December 1, 1995.

Brian O'Neill,

General Superintendent, Golden Gate National Recreation Area.

[FR Doc. 95-29946 Filed 12-8-95; 8:45 am]

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INTERSTATE COMMERCE COMMISSION

[No. MC-F-20757]

ANR Advance Holdings, Inc.—Merger and Control Exemption—ANR Freight System, Inc., Transport USA, Inc., and Advance Transportation Company

AGENCY: Interstate Commerce Commission.

ACTION: Notice that the Commission has been requested to issue a finding that the cash price of \$10 per share payable to the minority stockholders of Advance Transportation Company in connection with the recent merger of that corporation into ANR Freight System, Inc., is just and reasonable.

SUMMARY: On November 3, 1995, Advance Transportation Company was merged into ANR Freight System, Inc., which has been renamed ANR Advance Transportation Company, Inc. The terms and conditions of the merger included, among other things, a "cashing out" of all minority stockholders of Advance Transportation Company at a price of \$10 per share. The Commission has been requested to issue a finding that the cash price of \$10 per share payable

to the minority stockholders of Advance Transportation Company in connection with the merger is just and reasonable.

DATES: Comments must be filed by January 10, 1996. Replies must be filed by January 25, 1996.

ADDRESSES: All pleadings should refer to No. MC-F-20757. Comments (an original and 10 copies) should be sent to: Office of the Secretary, Case Control Branch, Interstate Commerce Commission, 1201 Constitution Avenue, N.W., Washington, D.C. 20423.¹

Comments should also be served (one copy each) on: (1) Warren Belmar, Fulbright & Jaworski L.L.P., 801 Pennsylvania Avenue, N.W., Washington, D.C. 20004; and (2) James F. Moriarty, Fleischman & Walsh, P.C., Suite 600, 1400 16th Street, N.W., Washington, D.C. 20036. Replies (an original and 10 copies) should be sent to: Office of the Secretary, Case Control Branch, Interstate Commerce Commission, 1201 Constitution Avenue, N.W., Washington, D.C. 20423. Replies should also be served (one copy each) on: any persons filing comments; each of the approximately 675 participants in the employee stock ownership plan that formerly held stock in Advance Transportation Company; and each of the 39 former employees that held stock in Advance Transportation Company immediately prior to the recent merger.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 927-5610. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: The merger consummated November 3, 1995, was incidental to a control transaction that involved three motor carriers: ANR Freight System, Inc. (ANR Freight); Transport USA, Inc. (Transport); and Advance Transportation Company (ATC).²

Immediately prior to the merger and the control transaction, (1) ANR Freight and Transport were wholly owned direct subsidiaries of ANR Advance Holdings, Inc. (AA Holdings), which was itself a wholly owned direct subsidiary of ANRFS Holdings, Inc. (ANRFS), which was in its turn a wholly owned indirect subsidiary of The Coastal Corporation, and (2) ATC's stock was held by "principal stockholders" and by "minority stockholders." The ATC principal stockholders were eight individual

family members, who collectively owned 78.4% of ATC's stock. The ATC minority stockholders included both an employee stock ownership plan (an ESOP), under which approximately 675 ATC employees were the beneficial owners of the stock held by the ESOP, and 39 former ATC employees, each of whom owned outright ATC stock that had formerly been held by the ESOP. The ESOP held 21.6% of ATC's stock; the 39 former employees held an additional 415 shares of ATC's stock.³

The control transaction of which the merger was a part involved the common control of ANR Freight, Transport, and ATC. Common control of these three motor carriers was obtained by AA Holdings, which already controlled ANR Freight and Transport, and which received, as part of the control transaction, the 78.4% stock ownership of ATC that had previously been held by the eight principal stockholders of ATC.

In connection with and incidental to the control transaction, (1) ATC was merged into ANR Freight, and ANR Freight was renamed (its new acronym is AATC), and (2) the principal stockholders of ATC acquired 50% of the stock of AA Holdings (prior to the transaction, ANRFS had held 100% of the stock of AA Holdings). In connection with and incidental to the merger of ATC into ANR Freight, ATC's minority stockholders (the ESOP and the former employees) were "cashed out" at a price of \$10 per each share of ATC stock formerly held by such minority stockholders.

The merger and the broader control transaction were subject to our jurisdiction under 49 U.S.C. 11343(a). Accordingly, by notice of exemption filed August 23, 1995, five parties (ANR Freight, Transport, AA Holdings, ANRFS, and ATC) invoked the 49 U.S.C. 11343(e) class exemption codified at 49 CFR Part 1186. The notice was published in the *ICC Register* on September 1, 1995 (at pages 15-16), and it indicated that we had exempted, subject to public comment, both the merger of ATC into ANR Freight and the

³ The cited figures (the 78.4% holdings of the principal stockholders; the 21.6% holdings of the ESOP, on behalf of approximately 675 ATC employees; and the 415 shares held by the 39 former ATC employees) have varied somewhat through the course of this proceeding. We have therefore used the figures provided in the most recent pleading (the petition filed November 14, 1995), which we understand to represent the exact figures as they stood immediately prior to the merger of ATC into ANR Freight. We realize, of course, that the described ATC holdings add up to 415 shares above 100%. The context, however, suggests that either the 78.4% figure or the 21.6% figure has been rounded off, because the 415 shares held outright by former employees amount to approximately 0.07% of ATC's stock.

¹ Legislation to terminate the Commission on December 31, 1995, is now pending enactment. Until further notice, parties submitting pleadings should continue to use the current name and address.

² ATC was also licensed as a broker, but its broker status is of no particular consequence in the present context.