

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 11), notice is hereby given of a meeting of the aviation Security Advisory Committee to be held July 17, 1996, in the MacCracken Room, tenth floor, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. The agenda for the meeting will include reports on the Universal Access System, Rewrites of FAR 107 and 108, the status of RTCA Access Control Standards, and the domestic security baseline.

Attendance at the July 17, 1996, meeting is open to the public but is limited to space available. Members of the public may address the committee only with the written permission of the chair, which should be arranged in advance. The chair may entertain public comment if, in its judgment, doing so will not disrupt the orderly progress of the meeting and will not be unfair to any other person.

Members of the public are welcome to present written material to the committee at anytime. Persons wishing to present statements or obtain information should contact the Office of the Associate Administrator for Civil Aviation Security, 800 Independence Avenue, SW., Washington, D.C. 20591, telephone 202-267-7451.

Issued in Washington, D.C. on June 25, 1996.

Quinten T. Johnson,

Acting Director, Office of Civil Aviation Security Policy and Planning.

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BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Howell, 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 construction of the East Howell Area I-96 Interchange in Genoa Township, Livingston County, Michigan.

FOR FURTHER INFORMATION CONTACT: Mr. James Kirschensteiner, Programs and Environmental Engineer, Federal Highway Administration, 315 W. Allegan Street, Lansing, Michigan 48933, Telephone (517) 377-1880 or Mr. Ron Kinney, Manager, Environmental Section, Bureau of Transportation Planning, Michigan Department of

Transportation, P.O. Box 30050, Lansing, Michigan 48909, Telephone (517) 335-2621.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with the Michigan Department of Transportation (MDOT), the Southeast Michigan Council of Governments (SEMCOG), and the Livingston County Road Commission (LCRC), is preparing an Environmental Impact Statement (EIS) for the proposed construction of a new Interchange along I-96 between Chilson Road and Dorr Road in Livingston County. The proposed project would require a new interchange which is needed to improve access to the East Howell Area. Traffic operations at the Lake Chemung/I-96 Interchange, which is a partial interchange, are not able to accommodate current and future traffic volumes.

A Major Investment Study is underway to narrow the range of alternative investment strategies. The alternatives under consideration include (1) No Build, (2) the construction of a new I-96 Interchange at a new location, and (3) the reconstruction of the Lake Chemung/I-96 Interchange.

Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State, and local agencies, and had a Scoping Document attached. Letters requesting comments have also been sent to organizations and citizens who have previously expressed, or are known to have interest in this proposal. Two public information meetings were held to date under the Major Investment Study on April 17, 1996 and June 19, 1996, to provide the public an opportunity to discuss the proposed action. A public hearing will also be held on the Draft Environmental Impact Statement. Public notice will be given of the time and place of the hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing. A Scoping Meeting is scheduled for Thursday, July 25, 1996, and will be held at 9:30 a.m. at the Livingston County Road Commission Building, 3535 Grand Oaks Drive, Howell, Michigan.

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 interested 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 Research, Planning and Construction. The regulations

implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: June 24, 1996.

James J. Steele,

Division Administrator, Lansing, Michigan.

[FR Doc. 96-16903 Filed 7-2-96; 8:45 am]

BILLING CODE 4910-22-M

Environmental Impact Statement, St. Paul, MN

AGENCY: Federal Highway Administration.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for the possible reconstruction of Ayd Mill Road, in St. Paul, Minnesota.

FOR FURTHER INFORMATION CONTACT: William Lohr, Federal Highway Administration, Suite 490 Metro Square Building, 121 East Seventh Place, St. Paul, Minnesota, 55101, Telephone (612) 290-3241; or Michael C. Klassen, Project Manager, St. Paul Department of Public Works, 800 City Hall Annex, 25 West 4th Street, St. Paul, MN 55101, Telephone (612) 266-6209.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Minnesota Department of Transportation and the City of St. Paul, will prepare an EIS on a proposal for the improvement of Ayd Mill Road. Ayd Mill Road is located in the southwestern portion of the City of St. Paul and runs in a northwesterly direction from I-35E near Jefferson Avenue to the intersection of Selby Avenue and Pascal Street. The total length of the project is approximately 1.8 miles.

A direct connection between I-35E and the south end of Ayd Mill Road was postponed in the early 1980's until a connection to I-94 on the north had been studied. An Ayd Mill Road Task Force, comprised of neighborhood representatives and the City Planning Commission, concluded in 1988 that issues in the Ayd Mill Road corridor were serious enough to warrant further study in an EIS.

An EIS Scoping Process was initiated in 1993. Working with the organizations they represent, Task Force members developed and evaluated ten major alternatives, each with sub-alternatives. In May 1996, the St. Paul City Council determined that seven alternatives will be carried forward in the Draft EIS. The alternatives to be studied in the Draft EIS include:

- No Build