

financial assistance to the States' implementation of programs for the enforcement of (a) Federal rules, regulations, standards, and orders applicable to commercial motor vehicle safety and (b) compatible State rules, regulations, standards, and orders. This grant-in-aid program is known as the Motor Carrier Safety Assistance Program (MCSAP). The Intermodal Surface Transportation Safety Act of 1991 (ISTEA) added programs, such as drug interdiction, traffic enforcement, and size and weight activities to the core program established by the STAA.

Pursuant to the STAA, in order to qualify for a grant, participating States must submit a plan which is adequate to promote the objectives of Section 402 and meet a number of specified requirements. Section 402(c) of the STAA requires that the Secretary, on the basis of reports submitted by the State agency and the Secretary's own inspections make a continuing evaluation of the manner in which each State is carrying out its approved plan. This provision is implemented in 49 CFR 350.19 and Appendix B, paragraph G.

In order for the Secretary (i.e. Federal Highway Administration [FHWA]) to make this evaluation, it is necessary for the State to provide and/or maintain information concerning past, present, and future enforcement activity. The application by a State for a grant must contain the information required by 49 CFR 350.9 or 350.11, 350.13 and 350.15. This information is necessary to enable the FHWA to determine whether a State meets the statutory and administrative criteria to be eligible for a grant. It is necessary that a State's work activities and accomplishments be reported so that FHWA may monitor and evaluate a State's progress under its approved plan and make the determinations and decisions required of 49 CFR 350.19, 350.23, and 350.25.

The FHWA is required to determine whether any changes are needed in a State's efforts to meet the intended objectives of its plans. In the event of nonconformity to any approved plan and failure on the part of a State to remedy deficiencies, the FHWA is required to take action to cease Federal participation in the plan. The final rule in the **Federal Register**, Vol. 49, No. 189 was published September 27, 1984. The rules mandated by the ISTEA of 1991, which amend the STAA were published in the **Federal Register** on Tuesday, September 8, 1992 (57 FR 174).

Respondents: State MCSAP lead agencies.

Estimated Total Annual Burden: Basic Grant preparation: 2,240 hours; Special

Grant preparation: 1,120 hours; inspection data upload: 66,667 hours.

Interested parties are invited to send comments regarding any aspect of these information collections, including, but not limited to: (1) Whether the collection of information is necessary for the proper performance of the functions of the FHWA, including whether the information has practical utility; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information.

Authority: 49 U.S.C. 315 and 49 CFR 1.48.

Issued On: August 13, 1997.

George S. Moore,

Associate Administrator for Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Raleigh County, West Virginia

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 improvement project in Raleigh County, West Virginia.

FOR FURTHER INFORMATION CONTACT: David A. Leighow, Division Environmental Coordinator, Federal Highway Administration, Geary Plaza, Suite 200, 700 Washington Street E., Charleston, WV 25301 Telephone: (304) 347-5268.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the West Virginia Division of Highways (DOH), will prepare an Environmental Impact Statement (EIS) for the proposed East Beckley Bypass, beginning on I-64 just east of Beckley and extending generally northward to connect with Appalachian Corridor L (US 19) at the existing interchange just east of the Crossroads Mall, a distance of approximately 11 km. A bypass is considered necessary to provide for the existing and projected traffic demand. Alternatives under consideration include (1) taking no action; (2) using alternate travel modes; (3) improve the existing system by constructing a four lane, limited access highway on a new location. Incorporated into the study with the various building alternatives will be

design variations of grade and alignment.

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 an interest in this proposal. A public meeting will be held in Beckley after the draft EIS is available. In addition, a public hearing will be held. Public notice will be given of the time and place of the meeting and hearing. The Draft EIS will be available for public and agency review and comment prior to the public meeting. A scoping package will be distributed after this notice is published.

To ensure the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited. 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 of federal programs and activities apply to this program.)

Issued on: August 20, 1997.

David A. Leighow,

Environmental Coordinator, Charleston, West Virginia.

[FR Doc. 97-22871 Filed 8-27-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. MC-F-20910]

Adirondack Transit Lines, Inc., Pine Hill-Kingston Bus Corp., and Passenger Bus Corporation—Pooling—Greyhound Lines, Inc., and Vermont Transit Co., Inc.

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of proposed revenue pooling application.

SUMMARY: Applicants, the Adirondack Group (Adirondack Transit Lines, d/b/a Adirondack Trailways (Adirondack), and its corporate affiliates, Pine Hill-Kingston Bus Corp., d/b/a Pine Hill Trailways (Pine Hill), and Passenger Bus Corporation, d/b/a New York Trailways (PBC), all of Kingston, NY) and the Greyhound System [Greyhound Lines, Inc. (Greyhound), of Dallas, TX, and its corporate affiliate, Vermont Transit Co.,