

testing is 10 percent, and the data received under the MIS reporting requirements for that calendar year indicate that the violation rate is equal to or greater than 0.5 percent but less than 1.0 percent, the FAA Administrator must increase the minimum annual percentage rate for random alcohol testing to 25 percent.

When the minimum annual percentage rate for random alcohol testing is 25 percent or less, and the data received under the MIS reporting requirements for that calendar year indicate that the violation rate is equal to or greater than 1.0 percent, the FAA Administrator must increase the minimum annual percentage rate for random alcohol testing to 50 percent.

When the minimum annual percentage rate for random drug testing is 50 percent, the FAA Administrator may lower the rate to 25 percent if data received under the MIS reporting requirements for two consecutive calendar years indicate that the positive rate is less than 1.0 percent.

When the minimum annual percentage rate for random drug testing is 25 percent, and the data received under the MIS reporting requirements for any calendar year indicate that the reported positive rate is equal to or greater than 1.0 percent, the Administrator will increase the minimum annual percentage rate for random drug testing to 50 percent.

There is a one year lag in the adjustment in the minimum annual percentage rates for random drug and alcohol testing because MIS data for a given calendar year is not reported to the FAA until the following calendar year. For example, MIS data for 1996 is not reported to the FAA until March 15, 1997, and any rate adjustments resulting from the 1996 data are not effective until January 1, 1998, following publication by the FAA of a notice in the **Federal Register**.

The minimum annual percentage rate for random alcohol testing was 25 percent for calendar year 1996. In this notice, the FAA announces that it has determined that the violation rate for calendar year 1996 is less than one-half of one percent positive, at approximately 0.08 percent. The 1995 violation rate was also less than one-half of one percent. Since the violation rate is less than 0.5 percent for two consecutive calendar years, the minimum annual percentage rate for random alcohol testing for aviation industry employers for calendar year 1998 will be lowered to 10 percent.

The minimum annual percentage rate for random drug testing was also 25 percent in calendar year 1996.

Therefore, the FAA is also announcing that it has determined that the positive rate for calendar year 1996 is less than 1 percent, at approximately 0.71 percent, and that the minimum annual percentage rate for random drug testing for aviation industry employers for calendar year 1998 will remain at 25 percent.

Dated: December 23, 1997.

Jon L. Jordan,

Federal Air Surgeon.

[FR Doc. 97-33982 Filed 12-30-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Environmental Impact Statement: Pitkin, Eagle and Garfield Counties, CO

AGENCY: Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent and public scoping meetings.

SUMMARY: The FHWA and FTA are jointly issuing this notice to advise the public that an environmental impact statement/4(f) evaluation will be prepared for transportation improvements in Pitkin, Eagle and Garfield Counties, Colorado.

Five scoping meetings will be held from 7:00 pm to 9:00 pm at the following locations and dates as part of the preparation of the EIS/4(f) evaluation:

Tuesday, February 17, 1998: Rifle City Hall, 202 Railroad Avenue, Rifle, CO

Wednesday, February 18, 1998: Carbondale Town Hall, 511 Colorado Avenue, Carbondale, CO

Thursday, February 19, 1998: Basalt High School, 150 Cottonwood Drive, Basalt, CO

Monday, February 23, 1998: Garfield County Courthouse, 109 8th Street, Glenwood Springs, CO

Tuesday, February 24, 1998: Aspen City Hall, 130 South Galena, Aspen, CO

A 45-day scoping period will begin on January 6, 1998 and conclude on March 2, 1998.

FOR FURTHER INFORMATION CONTACT:

Michael Kulbacki, FHWA Colorado Division, 555 Zang Street, Room 250; Lakewood, Colorado 80228, Telephone (303) 969-6730

Dave Beckhouse, FTA Region VIII, 216 16th Street, Suite 650; Denver, Colorado 80202, Telephone (303) 844-3242

Joe Tempel, Colorado Department of Transportation, 4201 East Arkansas,

Room 212; Denver, Colorado 80222, Telephone (303) 757-9771

SUPPLEMENTARY INFORMATION: The FHWA and FTA in cooperation with the Federal Railroad Administration (FRA), the Colorado Department of Transportation (CDOT) and the Roaring Fork Railroad Holding Authority (RFRHA) will prepare an environmental impact statement (EIS) and Section 4(f) evaluation on a proposal to make major transportation improvements in the Roaring Fork Valley from Glenwood Springs to the Aspen Airport, a distance of approximately 40 miles. The purpose of these improvements is to accommodate current and projected travel demands through the corridor. The proposed improvements will be identified in a Corridor Investment Study which will be combined with the EIS. At a minimum, the alternatives to be considered in the EIS/4(f) evaluation include the following:

(1) The No Build Alternative—This will include transportation improvements previously cleared.

(2) A Transportation System Management (TSM)—This will consist of low cost improvements to the existing transportation system to maximize its capacity and efficiency.

(3) Improved Bus Alternative—This will consist of adding additional buses to the existing bus system in the Roaring Fork Valley. HOV and Exclusive Bus Lane alternatives will be addressed.

(4) Multimodal Alternatives—These will consist of trail, rail and highway improvements. Various alignments, Station locations, technologies and access control plans (highway and rail) will be assessed along the rail corridor and SH82. Transportation Demand Management (TDM) elements will be incorporated into all of the Multimodal Alternatives to maximize the efficiency of the transportation system. Initial scoping meetings with local agencies and the general public will begin in January and be completed in March 1998. Letters will be sent to the appropriate federal, state and local agencies describing the proposed action and requesting comments. The general public will receive notices on location and time of the scoping meetings through newspaper advertisements and individual correspondence. These scoping meetings provide a forum for interaction between the public and government officials during the EIS/4(f) development. To ensure that a 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/4(f) evaluation should be directed to the Colorado Department of Transportation at the address provided above.

(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: December 22, 1997.

Ronald A. Speral,

*Environmental/ROW Program Manager,
Colorado Division, Federal Highway
Administration, Lakewood, Colorado.*

Louis F. Mraz Jr.,

*Regional Administrator, Federal Transit
Administration, Region VIII, Denver,
Colorado.*

[FR Doc. 97-34043 Filed 12-30-97; 8:45 am]

BILLING CODE 4910-22-M; 4910-57-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 32940 (Sub-No. 1)]

**Buffalo & Pittsburgh Railroad, Inc.;
Trackage Rights Exemption—Pittsburg
& Shawmut Railroad, Inc.**

Pittsburg & Shawmut Railroad, Inc. (PSR), a Class III rail carrier, has agreed to grant overhead trackage rights to Buffalo & Pittsburgh Railroad, Inc. (BPRR), a Class II rail carrier, over approximately 7.4 miles of rail line in the State of Pennsylvania on PSR's Laurel Subdivision between milepost 60.0, near Falls Creek, and milepost 67.0, near East Dubois, together with approximately 2,200 feet of connecting track between PSR's Laurel Subdivision and BPRR's Wharton Subdivision (at approximately mileposts 3.3 and 3.4) (collectively, the subject lines).¹

The purpose of the trackage rights is to allow BPRR to shift traffic from a portion of its Wharton subdivision that is in need of rehabilitation to the subject lines that are in better condition, and to allow BPRR to continue to serve its local customers in a safe and more efficient manner.

As a condition to this exemption, any employees affected by the trackage rights will be protected as required by 49 U.S.C. 11326(b), subject to the procedural interpretations of the analogous statutory provisions at 49 U.S.C. 10902 contained in the Board's

¹ The trackage rights agreement filed in STB Finance Docket No. 32940 (Sub-No. 1) will amend the trackage rights agreement between the parties, dated May 2, 1996, to include these additional rights.

decision in *Wisconsin Central Ltd.—Acquisition Exemption—Lines of Union Pacific Railroad Company*, STB Finance Docket No. 33116 (STB served Apr. 17, 1997) (*WCL Exemption*).

The transaction is scheduled to be consummated on or after December 22, 1997.²

This notice is filed under 49 CFR 1180.2(d)(7). If it contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 32940 (Sub-No. 1) must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Eric M. Hockey, Esq., Gollatz, Griffin & Ewing, P.C., 213 W. Miner Street, P.O. Box 796, West Chester PA 19381-0796.

Decided: December 22, 1997.

By the Board, David M. Konschnick,
Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 97-34021 Filed 12-30-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-312 (Sub-No. 2X)]

**South Carolina Central Railroad
Company, Inc., d/b/a Carolina
Piedmont Division—Abandonment
Exemption—in Greenville County, SC**

On December 12, 1997, South Carolina Central Railroad Company, Inc., d/b/a Carolina Piedmont Division (CPDR), filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon two segments of a line of railroad extending from: (1) railroad milepost AJK 585.34, in East Greenville, SC, to railroad milepost AJK 588.63 in Greenville, SC; and (2) railroad milepost 0.0 to railroad milepost 2.0 in Greenville, a total distance of 5.29 miles, in Greenville County, SC. The

² The notice to employees discussed in *WCL Exemption* and recently adopted as a requirement for certain transactions in *Acquisition of Rail Lines Under 49 U.S.C. 10901 and 10902—Advance Notice of Proposed Transactions*, STB Ex Parte No. 562 (STB served Sept. 9, 1997), does not apply to exempt trackage rights transactions.

line traverses U.S. Postal Service Zip Codes 29602 and 29607. CPDR has indicated that there are no stations on the line.

The line does not contain federally granted rights-of-way. Any documentation in CPDR's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by April 1, 1998.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each OFA must be accompanied by a \$900 filing fee. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than January 20, 1998. Each trail use request must be accompanied by a \$150 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB-312 (Sub-No. 2X) and must be sent to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001; and (2) Karl Morell, Ball Janik LLP, 1455 F Street, N.W., Suite 225, Washington, DC 20005.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Services at (202) 565-1592 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 565-1545. [TDD for the hearing impaired is available at (202) 565-1695.]

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by SEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation.

Other interested persons may contact SEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The