

program/Part 150/environmental assessment for airport access road.

Aircraft rescue and firefighting vehicles.

Taxiway B west extension.

Part 107 security system.

Relocate precision approach path indicator to runway 9R/27L.

Part 150 noise study.

Runway 9R/27L lights (medium intensity runway lights).

Airport master plan.

Americans with Disabilities Act lift device.

Brief Description of Project Approved in Part for Collection and Use:

Domestic terminal expansion.

Determination: Partially approved. In the airline consultation prior to submission of this application, the public agency provided information to the air carriers indicating that the amount of PFC revenue to be requested for this project would be \$797,403.

However, the application as submitted requested PFC revenue in the amount of \$9,893,978 for this project and there was no evidence submitted of further consultation with the air carriers on this higher amount. Therefore, the FAA limited its approval to the amount which was provided in the consultation meeting.

Construct aircraft rescue and firefighting station.

Determination: Partially approved. In the airline consultation prior to

submission of this application, the public agency provided information to the air carriers indicating that the amount of PFC revenue to be requested for this project would be \$93,628. However, the application as submitted requested PFC revenue in the amount of \$219,178 for this project and there was no evidence submitted of further consultation with the air carriers on this higher amount. Therefore, the FAA limited its approval to the amount which was provided in the consultation meeting.

Brief Description of Project Disapproved: Parking transition to west overflow lot.

Determination: The FAA has determined that this project is not AIP eligible and, therefore, does not meet the requirements of § 158.15(b). In accordance with AIP eligibility criteria found in Program Guidance Letter 93-3.2, non revenue parking lots are eligible only at commercial service airports which annual enplane 0.05 percent or less of the total annual enplanements nationwide. The current FAA enplanement data shows that SFB's are 0.062 percent of the nationwide enplanements.

Brief Description of Projects Withdrawn:

Runway 9R/27L and taxiways B and C.

Construct runway 9L/27R declared distance enhancement/construct access road phase 2.

Construct terminal access road including property acquisition.

Acquire land and construct replacement runway 9R/27L.

North side access road.

Airport master development plan.

Taxiway fillets.

Taxiways B and C rehabilitation.

Taxiway A-4 construction.

Taxiway A.

Electrical loop to terminal, air traffic control tower, and airfield.

Construct taxiway S, connectors, and lights.

Rehabilitate aviation ramps.

Reconstruct taxiways B, C and K.

Instrument landing system/medium intensity approach lighting system with runway end identifier lights.

Terminal area ramp reconstruction.

Determination: These projects were withdrawn by the public agency by letter dated November 3, 2000.

Therefore, the FAA did not rule on these projects in this decision.

Decision date: December 27, 2000.

FOR FURTHER INFORMATION CONTACT:

Armando L. Rovira, Orlando Airports District Office, (407) 812-6331, extension 31.

Amendments to PFC Approvals

Amendment No., city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
* 93-01-C-02-CYS, Cheyenne, WY	12/21/00	\$742,261	\$957,013	07/01/05	01/01/07
97-02-C-01-YNG, Youngstown, OH	11/27/00	734,078	384,078	07/01/02	10/01/03
94-02-C-01-YKM, Yakima, WA	9/13/00	14,745	14,670	06/01/95	06/01/95
* 98-05-I-01-JAC, Jackson, WY	12/21/00	1,850,000	1,903,869	01/01/03	06/01/02
* 99-06-U-01-JAC, Jackson, WY	12/21/00	NA	NA	NA	NA
94-02-C-02-EYW, Key West, FL	12/20/00	1,272,858	980,574	12/01/96	08/01/96
97-03-C-02-EYW, Key West, FL	12/20/00	1,760,000	1,885,000	12/01/99	10/01/99
99-04-C-01-EYW, Key West, FL	12/20/00	946,503	1,596,503	04/01/00	08/01/01
* 97-01-C-01-PGV, Greenville, NC	12/15/00	453,648	494,986	11/01/01	07/01/01
* 92-01-C-02-SAV, Savannah, GA	12/04/00	49,908,639	49,808,639	12/01/15	12/01/10
* 97-01-C-01-SAV, Savannah, GA	12/04/00	1,111,931	1,111,931	11/01/16	07/01/11

Note: The amendments denoted by an asterisk (*) include a change to the PFC level charged from \$3.00 per enplaned passenger to \$4.50 per enplaned passenger. For Savannah, GA (92-01 amendment), Greenville, NC, Cheyenne, WY, and Jackson, WY, this change is effective on April 1, 2001. For Savannah, GA (98-03 amendment), this change is effective April 1, 2011.

Issued in Washington, DC, on January 30, 2001.

Eric Gabler,

Manager, Passenger Facility Charge Branch.

[FR Doc. 01-3312 Filed 2-7-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[FRA Emergency Order No. 21, Notice No. 3]

Northwestern Pacific Railroad; Notice of partial relief from Emergency Order No. 21

AGENCY: Federal Railroad Administration, Department of Transportation.

ACTION: Notice of partial relief.

SUMMARY: This notice provides partial relief for the Northwestern Pacific Railroad from the limitations of Federal Railroad Administration Emergency Order No. 21. The relief allows the Northwestern Pacific Railroad to re-open to rail traffic on approximately 40.8 miles of its line between mile post 49.8S, formerly designated as mile post 63.4, near Lombard, California and mile post 43.0, near Petaluma, California.

The remainder of the NWP line, from mile post 43.0 to Arcata, California, remains closed pending further relief from the emergency order.

Authority

Authority to enforce Federal railroad safety laws has been delegated by the Secretary of Transportation to the Federal Railroad Administrator. 49 CFR 1.49. Railroads are subject to FRA's safety jurisdiction under the Federal railroad safety laws, 49 U.S.C. 20102, 20103. FRA is authorized to issue emergency orders where an unsafe condition or practice "causes an emergency situation involving a hazard of death or personal injury." 49 U.S.C. 20104. These orders may impose such "restrictions and prohibitions * * * that may be necessary to abate the situation." (*Ibid.*) Likewise, FRA is authorized to grant relief from an emergency order when the agency deems that the unsafe condition or practice which gave rise to the emergency order no longer exists.

Background

The NWP operates on a 286-mile line between mile post 295.5 near Arcata, California and mile post 49.8S (formerly designated as mile post 63.4) near Lombard, California. The North Coast Railroad Authority, a California public agency formed pursuant to California Government Code Section 93000 *et seq.*, owns and operates that portion of the NWP between Healdsburg, mile post 68, and Arcata. Another portion over which the NWP operates and for which it is responsible for maintenance, Healdsburg to mile post 49.8S (formerly mile post 63.4) near Lombard, is owned by the Northwestern Pacific Railroad Authority, a joint powers agency representing the Golden Gate Bridge, Highway and Transportation District, the County of Marin, and the North Coast Railroad Authority. Northwestern Pacific Railway Co., LLC (formerly doing business as Railways, Inc.) is the operating agent for the North Coast Railroad Authority, doing business as the NWP.

The NWP is subject to the jurisdiction of FRA. In 1997, FRA, in partnership with the California Public Utilities Commission (CPUC), reviewed NWP's compliance with Federal safety statutes and regulations. The review revealed widespread noncompliance, including hundreds of track defects and a general failure to perform periodic tests of locomotive air brake equipment. On June 11, 1997, FRA, CPUC, and the NWP signed a safety compliance agreement which detailed 11 action items for the NWP to perform. On June

28, 1998, upon finding that the NWP had failed to comply with most of the agreement, the Federal Railroad Administrator issued Compliance Order 98-1 directing NWP to perform the corrections listed in the compliance agreement. When FRA later found that the NWP failed to comply with the directives in the compliance order, and the defects on the rail line posed an imminent and unacceptable threat to public safety, the Federal Railroad Administrator issued Emergency Order No. 21 on November 25, 1998. The emergency order closed all railroad operations except the operation of work trains for the specific and sole purpose of effecting repairs on the railroad.

In May, 1999, FRA granted the NWP partial relief from Emergency Order No. 21 for approximately 1.5 miles of its line near Willits, California. The partial relief allowed the NWP to re-open traffic between the junction with the California Western Railroad and the Willits Depot, as well as several tracks in Willits Yard.

In order to gain full relief from Emergency Order No. 21, the NWP must:

(1) Properly repair and inspect all grade crossing signals and certify to the Federal Railroad Administrator that all necessary repairs and inspections have been performed and that all required tests are up-to-date.

(2) Adopt a set of grade crossing signal standards and instructions acceptable by FRA.

(3) Update, correct and/or redraw circuit plans for each of the grade crossing signal system to meet compliance with 49 CFR 234.201 and 234.203. A list of locations of the updated, corrected or redrawn circuit plans should be submitted to FRA.

(4) Provide proper and adequate test equipment for signal maintainers.

(5) Repair all track not subject to Emergency Order No. 14 to class 1 track standards as detailed in 49 CFR Part 213.

Note: Emergency Order No. 14 requires the Northwestern Pacific Railroad to repair certain segments of track to class 1 track standards for the hauling of passengers and all hazardous materials. Otherwise, the railroad may designate the track still subject to that order as excepted.

(6) Clear all vegetation from drainage facilities and away from signs and signals and track bed so that the track meets the requirements of 49 CFR 213.37;

(7) Furnish FRA with a 12-month track maintenance plan.

(8) Establish a program of employee training on the Federal Track Standards to ensure that employees performing inspection, maintenance, and

restoration work are qualified in accordance with 49 CFR 213.7.

(9) Certify in writing that each individual conducting track inspections has sufficient knowledge, skills, and ability to successfully conduct the types of inspections which will be performed by that individual. Records of that certification are to be maintained by the railroad.

(10) Obtain approval from the Federal Railroad Administrator that all of the requirements of this Emergency Order have been met and properly performed.

The emergency order allows for partial relief for designated portions of the NWP's line. The NWP is required to first meet all of the system-wide requirements, as listed in items 2, 4, 7, 8, and 9. The NWP may then obtain partial relief for any portion of its line for which all of the requirements of the emergency order are met.

On November 15, 2000, in accordance with the terms of the emergency order, the NWP formally requested that FRA grant it partial relief from the emergency order for its rail line between mile post 49.8S (formerly designated as mile post 63.4) near Lombard, and mile post 43.0 near Petaluma, California. At this time, the NWP stated that it met all of the systemic requirements of Emergency Order No. 21, namely:

- The NWP adopted a set of grade crossing signal standards and instructions that is acceptable to FRA;

- The NWP has entered into a contract with MEC Rail Systems, a signal maintenance company, for the testing and maintenance of NWP signals. In response to the agreement, MEC Rail Systems purchased proper and adequate test equipment for signal maintainers for use on the NWP;

- The NWP has furnished to FRA a 12-month track maintenance plan that includes all of the necessary information required by Emergency Order No. 21;

- The NWP has established a program of employee training on the Federal Track Safety Standards, adopting the Railway Educational Bureau's *Track Foreman's Training Program*. Individual testing of roadmaster and office engineer candidates has begun;

- The NWP has certified that three employees of Northwestern Pacific Railway Co., LLC. (formerly doing business as Rail-Ways, Inc.), who are responsible for track inspections, have sufficient knowledge, skills and ability to successfully conduct track inspections. Any employees who become responsible for track inspections subsequent to the granting of this partial relief will be certified by the NWP as well.

NWP's compliance at this time with the systemic requirements of the emergency order makes the railroad eligible to request partial relief for the designated segment of track between Lombard and Petaluma. However, FRA will monitor the railroad's continuing compliance with these systemic requirements.

On December 18 and 19, 2000, FRA inspected the track for which the NWP requested relief from the emergency order. FRA found the track to meet Class 1 track standards in accordance with 49 CFR part 213. Between December 11 and December 13, 2000, FRA inspected the grade crossing signal systems on the track for which NWP requested relief from the emergency order and found that not all necessary repairs, inspections and tests had been performed. FRA found that several grade crossing signals were not in compliance with Federal regulations. In addition, FRA found that the grade crossing signal on the east approach to "D" Street in Petaluma, California had been removed. FRA informed NWP that all signal systems would have to be in complete working order and that restoration of the grade crossing signal at "D" Street in Petaluma would be required in order for partial relief to be granted. As of January 31, 2001, FRA found that all of the signal systems on the rail line between Lombard and Petaluma, including the grade crossing signal system at D Street in Petaluma, are in compliance with FRA regulations.

Relief

In light of the foregoing, I grant NWP partial relief from Emergency Order No. 21. NWP trackage between mile post 49.8S (formerly designated as mile post 63.4) near Lombard and mile post 43.0 near Petaluma may open immediately to rail traffic. The issuance of this Notice does not preclude imposition of another emergency order governing the segment of track should conditions of the track or rail operations deteriorate to the extent that I believe they pose an imminent and unacceptable threat to public safety.

Issued in Washington on February 1, 2001.

S. Mark Lindsey,

Acting Deputy Administrator.

[FR Doc. 01-3316 Filed 2-7-01; 8:45 am]

BILLING CODE 4910-06-U

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. MC-F-20977]

Stagecoach Holdings PLC and Coach USA, Inc., et al.—Control—Travel Impressions LLC

AGENCY: Surface Transportation Board.

ACTION: Notice tentatively approving finance transaction.

SUMMARY: Stagecoach Holdings PLC (Stagecoach) and its subsidiary, Coach USA, Inc. (Coach), noncarriers, and various subsidiaries of each (collectively, applicants), filed an application under 49 U.S.C. 14303 to acquire control of Travel Impressions LLC (Travel Impressions) d/b/a Nevada Charter, a motor passenger carrier based in Las Vegas, NV. Persons wishing to oppose this application must follow the rules under 49 CFR part 1182.5 and 1182.8. The Board has tentatively approved the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action.

DATES: Comments must be filed by March 26, 2001. Applicants may file a reply by April 9, 2001. If no comments are filed by March 26, 2001, this notice is effective on that date.

ADDRESSES: Send an original and 10 copies of any comments referring to STB Docket No. MC-F-20977 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, send one copy of any comments to applicants' representative: Betty Jo Christian, Steptoe & Johnson LLP, 1330 Connecticut Avenue, NW., Washington, DC 20036-1795.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar (202) 565-1600. [TDD for the hearing impaired: 1-800-877-8339.]

SUPPLEMENTARY INFORMATION:

Stagecoach is a public limited corporation organized under the laws of Scotland. With operations in several countries, Stagecoach is one of the world's largest providers of passenger transportation services. Stagecoach had annual revenues of \$3.29 billion for the fiscal year ending April 30, 2000. Coach is a Delaware corporation that currently controls over 90 motor passenger carriers.

Stagecoach and its subsidiaries currently control Coach,¹ its noncarrier

¹ Stagecoach controls Coach through various subsidiaries, namely, SUS 1 Limited, SUS 2 Limited, Stagecoach General Partnership, and SCH US Holdings Corp.

regional management subsidiaries, and the motor passenger carriers jointly controlled by Coach and the management subsidiaries.² In previous Board decisions, Coach management subsidiaries, including Coach USA West, Inc., have obtained authority to control motor passenger carriers jointly with Coach.³

Applicants state that Coach acquired Travel Impressions in a September 12, 2000 transaction in which it acquired all of the outstanding stock of Travel Impressions.⁴ Simultaneously with that acquisition, Coach placed the stock of Travel Impressions into an independent voting trust. The control transaction that is the subject of this application will not involve any further transfer of the federal operating authority held by Travel Impressions and will not entail any change in its operations. Travel Impressions will also be jointly controlled by Coach USA West, Inc.

Applicants have submitted information, as required by 49 CFR 1182.2(a)(7), to demonstrate that the proposed acquisition of control is consistent with the public interest under 49 U.S.C. 14303(b). Applicants state that the proposed transaction will not reduce competitive options, adversely impact fixed charges, or adversely impact the interests of the employees of Travel Impressions. Applicants assert that granting the application will allow Travel Impressions to take advantage of economies of scale and substantial benefits offered by applicants, including interest cost savings and reduced operating costs. In addition, applicants have submitted all of the other statements and certifications required by 49 CFR 1182.2. Additional information, including a copy of the application, may be obtained from the applicants' representatives.

² See *Stagecoach Holdings PLC-Control-Coach USA, Inc., et al.*, STB Docket No. MC-F-20948 (STB served July 22, 1999).

³ See *Coach USA, Inc. and Coach USA North Central, Inc.-Control-Nine Motor Carriers of Passengers*, STB Docket No. MC-F-20931, et al. (STB served July 14, 1999).

⁴ Travel Impressions is a Nevada corporation headquartered in Las Vegas, NV. It holds federally-issued operating authority in Docket No. MC-340826, authorizing it to provide charter and special services between points in the United States. Travel Impressions also holds intrastate operating authority issued by the Transportation Service Authority of Nevada. The carrier operates 53 buses, employs 114 persons, and earned gross revenues of approximately \$9.2 million during the 12-month period ended September 30, 2000. It provides charter and airport services in the Las Vegas area and between Las Vegas and points in nearby states. Prior to the transfer of its stock into a voting trust, the carrier was owned by two individuals, Philip Oldridge and Maria C. Armstrong.