

conduct an open meeting on Wednesday, March 24, 1999, at 9:30 AM, in room 6103 at U.S. Coast Guard Headquarters, 2100 Second Street, S.W., Washington, DC 20593. The purpose of the meeting will be to discuss the outcome of the Forty-third Session of the International Maritime Organization's Subcommittee on Fire Protection, held January 11-15, 1999. In addition, preparations for the next session will also be discussed at the meeting.

The meeting will focus on proposed amendments to the 1974 SOLAS Convention for the fire safety of commercial vessels. Specific discussion areas include: Comprehensive review of SOLAS Chapter II-2, ro-ro ferry safety, passenger vessel evacuation analysis, revision of the fire safety aspects of the IMO High Speed Craft Code, fire fighting systems in machinery and other spaces, role of the human element, prohibition of PFCs in shipboard fire-extinguishing systems, smoke control and ventilation and fire test procedures.

Although the meeting will focus primarily on the outcome of the previous session, preparations and plans for the next session will also be discussed. This offers the opportunity for members of the public to be involved early in the standards development process. Members of the public wishing to make a statement on new issues or proposals at the meeting are requested to submit a brief summary to the U. S. Coast Guard five days prior to the meeting.

Members of the public may attend this meeting up to the seating capacity of the room. Interested persons may obtain more information regarding the meeting of the SOLAS Working Group on Fire Protection by writing: Office of Design and Engineering Standards, Commandant (G-MSE-4), U.S. Coast Guard, 2100 Second St., S.W., Washington, DC 20593, by calling: LT Kevin Kiefer at (202) 267-1444, or by visiting the following World Wide Website: <http://www.uscg.mil/hq/g-m/mse4/stdimofp.htm>.

Dated: February 26, 1999.

Stephen M. Miller,

Executive Secretary, Shipping Coordinating Committee.

[FR Doc. 99-5379 Filed 3-3-99; 8:45 am]

BILLING CODE 4710-07-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 159; Minimum Operational Performance Standards for Airborne Navigation Equipment Using Global Positioning System (GPS)

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 159 meeting to be held March 15-19, 1999, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Washington, DC 20036.

The agenda will be as follows:

Specific Working Group Sessions:
March 15: 1:30-5:00 p.m., Working Group (WG)-1, Third Civil Frequency; all day, WG-2C, GPS/Inertial. March 16: 9:00 a.m.-12:00 noon, Joint WG-2, WAAS, and WG-4A, Precision Landing Guidance (LAAS CAT I/II/III), Signal Quality Monitoring; 1:30-4:30 p.m., WG-2, WAAS; WG-4A, Precision Landing Guidance (LAAS CAT I/II/III). March 17: WG2, WAAS; WG-4A, Precision Landing Guidance (LAAS CAT I/II/III); WG-6, Interference. March 18: 9:00 a.m.-12:00 noon, Joint WG-2, WAAS, and WG-4A, Precision Landing Guidance (LAAS CAT I/II/III), Test Procedures; 1:30-4:30 p.m., Plenary Session: (1) Chairman's Introductory Remarks; (2) Review/Approval of Minutes of Previous Meeting; (3) Review WG Progress and Identify Issues for Resolution: (a) GPS/Second Civil Frequency (WG-1); (b) GPS/WAAS (WG-2); (c) GPS/GLONASS (WG-2A); (d) GPS/Inertial (WG-2C); (e) GPS/Precision Landing Guidance and Airport Surface Surveillance (WG-4A & WG-4B); (f) GPS/Interference (WG-6); (4) Review of EUROCAE Activities; (5) Assignment/Review of Future Work; (6) Other Business; (7) Date and Location of Next Meeting. March 19: 9:00 a.m.-12:00 noon, WG-4A, Precision Landing Guidance (LAAS CAT I/II/III).

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact Mr. Harold Moses, RTCA Program Director, at (202) 833-9339 (phone), (202) 833-8434 (fax), or hmoses@rtca.org (electronic mail). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on March 1, 1999.

Janice L. Peters,

Designated Official.

[FR Doc. 99-5384 Filed 3-3-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Rock, Jefferson and Dodge Counties, Wisconsin

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 (EIS) will be prepared for the proposed highway improvement of State Trunk Highway (STH) 26 from the vicinity to Janesville to STH 60 (East) north of Watertown in Rock, Jefferson and Dodge Counties, Wisconsin.

FOR FURTHER INFORMATION CONTACT: Mr. Richard C. Madrzak, Field Operations Engineer, Federal Highway Administration, 567 D'Onofrio Drive, Madison, Wisconsin 53719-2814. Telephone (608) 829-7510.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Wisconsin Department of Transportation, will prepare an Environmental Impact Statement to improve highway 26 as an ultimate four lane roadway from Interstate 90 near Janesville to highway 60 (East) north of Watertown a distance of about 77.2 km (48 mi).

Improvements to the corridor are considered necessary to provide for the existing and projected traffic demand. Highway 26 in Rock, Jefferson and Dodge Counties is classified as a principle arterial. Truck volume on the route is high. All the highway 26 traffic passes through the communities of Milton, Jefferson, Johnson Creek and Watertown, which contributes to congestion and traffic related impacts within those communities.

Planning, environmental and engineering studies are underway to develop transportation alternatives. The EIS will assess the environmental impacts of alternatives including (1) no-build, (2) improvements along the existing rural corridor, with possible relocated alignments along portions of the route, and (3) bypass corridors around Milton, Jefferson, and Watertown. The City of Fort Atkinson is presently bypassed with a two-lane

rural roadway on four-lane right-of-way. Highway 26 is scheduled to be expanded to four lanes between Interstate 90 and the Village of Milton in year 1999 and also through the Village of Johnson Creek area in year 2000.

Information 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 interest in this proposal. A series of public meetings will be held in the project corridor throughout the date gathering and development of alternatives. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The Draft EIS will be available for public and agency review and comment prior to the hearing. As part of the scoping process, coordination activities have begun. Scoping meetings will continue to be held on an individual or group meeting basis. Agency coordination will be accomplished during these meetings.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 112372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued February 23, 1999.

Richard C. Madrzak,
Field Operations Engineer, Madison,
Wisconsin.

[FR Doc. 99-5352 Filed 3-3-99; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33719]

Yakima Interurban Lines Association—Acquisition Exemption—BNSF Acquisition, Inc.

Yakima Interurban Lines Association (Yakima), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from BNSF Acquisition, Inc., successor in interest to Washington Central Railroad Company, approximately 11.29 miles of

rail line between milepost 2.97, at Fruitvale, WA, and milepost 14.26, at Naches, WA.¹

The transaction is expected to be consummated on or after February 25, 1999.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding 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. 33719, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Karl Morell, Esq., Ball Janik LLP, 1455 F Street, NW, Suite 225, Washington, DC 20005.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: February 24, 1999.

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

Vernon A. Williams,

Secretary.

[FR Doc. 99-5248 Filed 3-3-99; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-391 (Sub-No. 6X)]

Red River Valley & Western Railroad Company—Abandonment Exemption—in Cass County, ND

Red River Valley & Western Railroad Company (RRVW) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon approximately 18.4 miles of rail line from milepost 18.7 near Alice to milepost 0.3 near Casselton, ND. The line traverses United States Postal Service Zip Codes 58003 and 58079.

RRVW has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within

the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on April 3, 1999, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by March 15, 1999. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by March 24, 1999, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: Rose-Michele Weinryb, Esq., Weiner, Brodsky, Sidman & Kider, P.C., 1350 New York Avenue, N.W., Suite 800, Washington, DC 20005-4797.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

RRVW has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by March 9, 1999. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1545. Comments on environmental and historic preservation

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 49 CFR 1002.2(f)(25).

¹ Yakima will be the exclusive operator of the rail line.