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These materials are also available at all FAA regional and center legal offices at the following locations:

- Office of the Regional Counsel for the Aeronautical Center (AMC-7), Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73125; (405) 954-3296.
- Office of the Regional Counsel for the Alaskan Region (AAL-7), Alaskan Region Headquarters, 222 West 7th Avenue, Anchorage, AL 99513; (907) 271-5269.
- Office of the Regional Counsel for the Central Region (ACE-7), Central Region Headquarters, 601 East 12th Street, Federal Building, Kansas City, MO 64106; (816) 426-5446.
- Office of the Regional Counsel for the Eastern Region (AEA-7), Eastern Region Headquarters, JFK International Airport, Federal Building, Jamaica, NY 11430; (718) 553-3285.
- Office of the Regional Counsel for the Great Lakes Region (AGL-7), 2300 East Devon Avenue, Suite 419, Des Plaines, IL 60018; (708) 294-7108.
- Office of the Regional Counsel for the New England Region (ANE-7), New England Region Headquarters, 12 New England Executive Park, Room 401, Burlington, MA 01803-5299; (617) 238-7050.
- Office of the Regional Counsel for the Northwest Mountain Region (ANM-7), Northwest Mountain Region Headquarters, 1601 Lind Avenue, SW, Renton WA 98055-4056; (425) 227-2007.
- Office of the Regional Counsel for the Southern Region (ASO-7), Southern Region Headquarters, 1701 Columbia Avenue, College Park, GA 30337; (404) 305-5200.
- Office of the Regional Counsel for the Southwest Region (ASW-7), Southwest Region Headquarters, 2601 Meacham Blvd., Forth Worth, TX 76137-4298; (817) 222-5087.
- Office of the Regional Counsel for the Technical Center (ACT-7), Federal Aviation Administration Technical Center, Atlantic City International Airport, Atlantic City, NJ 08405; (609) 485-7087.
- Office of the Regional Counsel for the Western-Pacific Region (AWP-7),

Western-Pacific Region Headquarters, 15000 Aviation Boulevard, Lawndale, CA 90261; (310) 725-7100.

Issued in Washington, DC on January 4, 1999.

**James S. Dillman,**

*Assistant Chief Counsel for Litigation.*

[FR Doc. 99-650 Filed 1-11-99; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Transit Administration**

**Major Investment Study and Draft Environmental Impact Statement on the Proposed Schuylkill Valley Metro Project Between the City of Philadelphia and the City of Reading and the Borough of Wyomissing, Berks County, PA**

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of intent to conduct a Major Investment Study and prepare a Draft Environmental Impact Statement.

**SUMMARY:** The Federal Transit Administration (FTA), as Federal lead agency, and the Southeastern Pennsylvania Transportation Authority (SEPTA), as local lead agency, in conjunction with the Berks Area Reading Transportation Authority (BARTA) intend to conduct a Major Investment Study (MIS) and prepare a Draft Environmental Impact Statement (DEIS) on a proposed investment strategy to improve mobility in the Schuylkill Valley Corridor (Corridor). The Corridor is approximately 62 miles long and varies from one half to two miles in width from the City of Philadelphia to the City of Reading and the Borough of Wyomissing in Berks County, Pennsylvania.

Among the alternatives that the MIS/DEIS will evaluate are: (1) No Build Alternative. This alternative involves no change to transportation services or facilities in the Corridor beyond already committed projects. (2) Transportation Systems Management (TSM) Alternative. This alternative would optimize existing transportation facilities with low-cost investments to meet the travel demand expected over the next 20 years. Components of this alternative that will be investigated include selected highway capacity enhancements and express bus service. (3) Commuter Rail Alternative. This alternative would utilize existing rail rights-of-way from Philadelphia to Reading and share trackage with freight rail operations. (4) Light Rail Alternative. This alternative would

require dedicated trackage and utilize existing rights-of-way for most of its length. Street running of light rail vehicles through selected portions of Philadelphia may be necessary. Other alternatives or revisions to the above alternatives generated through the scoping process will also be considered.

Scoping will be accomplished through correspondence with interested persons, organizations, and Federal, State, and local agencies, and three public meetings.

**DATES: Comment Due Date:** Written comments on the scope of the alternatives and impacts to be considered should be submitted by February 26, 1999. Written comments should be sent to Mr. Jim Fritz, Senior Operations Planner and Project Manager, SEPTA, 1234 Market Street, 9th Floor, Philadelphia, PA 19107-3780. Written comments may also be provided at the public scoping meetings scheduled below: The public scoping meetings will take place on: (1) February 9, 1999, (2) February 10, 1999 and (3) February 11, 1999. See

**ADDRESSES** below.

People with special needs should contact Mr. Jim Fritz at SEPTA at the address below or by calling (215) 580-7438. The buildings in which the scoping meetings will be conducted are accessible to people with disabilities, and provisions will be made for the hearing impaired.

The meetings will be held in an "open-house" format, and representatives will be available to discuss the project throughout the time periods given. Informational displays and written material will also be available throughout the time periods given.

**ADDRESSES:** Written comments should be sent to Mr. Jim Fritz, Senior Operations Planner and Project Manager, SEPTA, 1234 Market Street, 9th Floor, Philadelphia, PA 19107-3780. Written comments may also be made at the public scoping meetings. The meetings will be held at the following locations:

(1) February 9, 1999 from 4:00 to 8:00 PM at Winnet Student Life Building Great Hall, Room S219, Philadelphia Community College, 1700 Spring Garden Street, Philadelphia, PA 19130.

(2) February 10, 1999 from 4:00 to 8:00 PM at Upper Merion Township Building Freedom Hall, 175 West Valley Forge Road, King of Prussia, PA 19406.

(3) February 11, 1999 from 4:00 to 8:00 PM at Berks County Services Center Multi-purpose Room, 2nd Floor, Berks County Courthouse, 633 Court Street, Reading, PA 19601.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jim Fritz, Senior Operations Planner and Project Manager, SEPTA, 1234 Market Street, 9th Floor, Philadelphia, PA 19107-3780, (215) 580-7438, or fax (215) 580-7163.

**SUPPLEMENTARY INFORMATION:**

**I. Scoping**

FTA, SEPTA, and BARTA invite interested individuals, organizations, and Federal, State, and local agencies to participate in defining transportation alternatives to be evaluated in the MIS/DEIS and identifying any significant social, economic, or environmental issues related to the alternatives. An information packet describing the results of the Schuylkill Valley Metro Feasibility Report, the need for improved mobility in the Corridor, the study area, the proposed alternatives, and the impact areas to be evaluated is being mailed to affected Federal, State, and local agencies. Other interested parties may request the scoping materials by contacting Mr. Jim Fritz, Senior Operations Planner and Project Manager, SEPTA, 1234 Market Street, 9th Floor, Philadelphia, PA 19107-3780, (215) 580-7438, or fax (215) 580-7163. Scoping comments may be made in writing at the public scoping meetings or may be sent to Mr. Fritz at the above address. See the Scoping meeting **DATES** section above for the locations and times. During scoping, comments should focus on identifying social, economic, or environmental impacts to be evaluated and suggesting alternatives that meet the identified mobility needs in a cost-effective manner. However, scoping is not the appropriate time to indicate a preference for a particular alternative. Comments on the preferences should be communicated after the MIS/DEIS has been completed. If you wish to be placed on the mailing list to receive further information as the project develops, contact Mr. Jim Fritz, Senior Operations Planner and Project Manager, SEPTA, 1234 Market Street, 9th Floor, Philadelphia, PA 19107-3780, (215) 580-7438, or fax (215) 580-7163.

**II. Description of Study Area and Project Need**

The study area, known as the Schuylkill Valley Corridor (Corridor), extends approximately 62 miles from the central business district of Philadelphia through Montgomery and Chester Counties to the City of Reading and the Borough of Wyomissing in Berks County, Pennsylvania. The axis of the Corridor is defined by the Schuylkill River, which runs generally in a

northwest-southeast orientation. Varying from one half to two miles in width, the Corridor is comprised either wholly or partially of 52 municipalities and portions of Philadelphia. Two principal highways, the Schuylkill Expressway (I-76) and the US Route 422 Expressway, form the Corridor's transportation spine.

The tremendous increase in population and employment over the past two decades has established the Corridor as one of the primary growth areas of southeastern Pennsylvania. As a result of rapid growth, the Corridor's major highways and feeder roads are sustaining severe and growing congestion. Land development has occurred rapidly and at low densities resulting in the loss of farmland and open space. While most new development and capital investment is occurring outside urbanized areas, the older former industrial towns along the Schuylkill River are in need of economic development. Public transportation in the study area is limited, consisting of bus service oriented primarily toward the ends of the Corridor and commuter rail service between Philadelphia and Norristown.

The Corridor is a major employment destination in southeastern Pennsylvania. High concentrations of jobs are found in the central business districts of Philadelphia and Reading while major office, industrial, and retail complexes are located along the Corridor's highways.

The MIS/DEIS phase is the next step in transportation planning and project development following the completion of the Schuylkill Valley Metro Feasibility Report. The MIS/DEIS process employs a far-reaching public involvement program, continuous coordination with affected and interested agencies and community stakeholders, and a detailed evaluation of a wide range of alternatives to meet the mobility needs identified in the MIS/DEIS.

The MIS/DEIS process is designed to examine a number of alternatives. Detailed analysis at a conceptual engineering level will be performed for a set of multi-modal alternatives to identify cost, ridership, cost-effectiveness measures, and environmental benefits and impacts.

**III. Alternatives**

Among the alternatives that the MIS/DEIS will evaluate are: (1) No Build Alternative. This alternative involves no change to transportation services or facilities in the Corridor beyond already committed projects. (2) Transportation Systems Management (TSM)

Alternative. This alternative would optimize existing transportation facilities with low-cost investments to meet the travel demand expected over the next 20 years. Components of this alternative that will be investigated include selected highway capacity enhancements and express bus service. (3) Commuter Rail Alternative. This alternative would utilize existing rail rights-of-way from Philadelphia to Reading and share trackage with freight rail operations. (4) Light Rail Alternative. This alternative would require dedicated trackage over most of its length and utilize existing rights-of-way for most of its route. Street running of light rail vehicles through selected portions of Philadelphia may be necessary. (5) Highway Alternative. Possible improvements and/or additions to the existing highway network will be considered. Other alternatives or revisions to the above alternatives generated through the scoping process will also be considered.

**IV. Probable Effects**

FTA, SEPTA, and BARTA will evaluate, in the MIS/DEIS, all significant social, economic, and environmental impacts at a level of detail sufficient to identify alternatives and issues to be addressed in the EIS. Among the primary transportation issues to be evaluated in the MIS/DEIS are the expected increase in transit ridership including recreational and work trips, the expected increase in mobility for the transit dependent population, the support of the region's air quality goals, the economic benefits, satisfying the overall transportation needs of the Corridor, the capital outlays needed to construct the project, the cost of operating and maintaining the facilities created by the project, and the financial impacts on the funding agencies. Potentially affected environmental and social resources to be evaluated in the MIS/DEIS include, land use and neighborhood impacts, residential and business displacements and relocations, traffic and parking impacts near stations and along the alignments, visual impacts, noise and vibration impacts, major utility relocation impacts, impacts on cultural and archaeological resources, and impacts on wetlands and parklands. Impacts on air quality, water quality, and hazardous sites will also be covered. The impacts will be evaluated both for the construction period and for the long-term period of operation. Measures to mitigate significant adverse impacts will be considered.

**V. FTA Procedures**

The MIS/DEIS will review alternatives on the basis of conceptual engineering, assess the social, economic, and environmental impacts of the proposed alternatives, and consider means of minimizing and mitigating any adverse impacts associated with the alternatives. After its publication, the MIS/DEIS will be available for public review and comment, and public hearings will be held. On the basis of the MIS/DEIS and comments received, SEPTA and BARTA will select a Locally Preferred Alternative that will be carried into the Final EIS. Following this action by SEPTA and BARTA, SEPTA and BARTA will request FTA authorization to proceed with the Final EIS and to initiate preliminary engineering activities.

Issued on: January 7, 1999.

**Sheldon A. Kinbar,**

*Regional Administrator.*

[FR Doc. 99-652 Filed 1-11-99; 8:45 am]

BILLING CODE 4910-57-P

**DEPARTMENT OF THE TREASURY****Community Development Financial Institutions Fund****Community Development Financial Institutions Fund Open Meeting of the Community Development Advisory Board**

**AGENCY:** Community Development Financial Institutions Fund, Department of the Treasury.

**ACTION:** Notice of open meeting.

**SUMMARY:** This notice announces the next meeting of the Community Development Advisory Board which provides advice to the Director of the Community Development Financial Institutions Fund.

**DATES:** The next meeting of the Community Development Advisory Board will be held on Friday, January 29, 1999 at 10:00 a.m.

**ADDRESSES:** The Community Development Advisory Board meeting will be held at the Treasury Executive Institute, 1255 22nd Street, NW., Suite 500, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** The Community Development Financial Institutions Fund (the "Fund"), U.S. Department of Treasury, 601 13th Street, NW., Suite 200 South, Washington, DC, 20005, (202) 622-8662 (this is not a toll free number). Other information regarding the Fund and its programs may be obtained through the Fund's website at <http://www.treas.gov/cdfi>.

**SUPPLEMENTARY INFORMATION:** Section 104(d) of the Community Development Banking and Financial Institutions Act of 1994 (12 U.S.C. 4703(d)) established the Community Development Advisory Board (the "Advisory Board"). The charter for the Advisory Board has been filed in accordance with the Federal Advisory Committee Act, as amended (5 U.S.C. App.), and with the approval of the Secretary of the Treasury.

The function of the Advisory Board is to advise the Director of the Fund (who has been delegated the authority to administer the Fund) on the policies regarding the activities of the Fund. The Fund is a wholly owned corporation within the Department of the Treasury. The Advisory Board shall not advise the Fund on the granting or denial of any particular application for monetary or non-monetary awards. The Advisory Board shall meet at least annually.

It has been determined that this document is not a major rule as defined in Executive Order 12291 and therefore regulatory impact analysis is not required. In addition, this document does not constitute a rule subject to the Regulatory Flexibility Act (5 U.S.C. Chapter 6).

The next meeting of the Advisory Board, all of which will be open to the public, will be held at the Treasury Executive Institute, located at 1255 22nd Street, NW., Suite 500, Washington, DC, on Friday, January 29, 1999 at 10:00 a.m. The room will accommodate 30 members of the public. Seats are available on a first-come, first-served basis. Participation in the discussions at the meeting will be limited to Advisory Board members and Department of the Treasury staff. Anyone who would like to have the Advisory Board consider a written statement must submit it to the Fund, at the address of the Fund specified above in the For Further Information Contact section, by 4:00 p.m., Wednesday, January 27, 1999.

The meeting will include a report from Director Lazar on the activities of the CDFI Fund since the last Advisory Board meeting, including programmatic, fiscal and legislative initiatives for the year 1999.

**Authority:** 12 U.S.C. 4703; Chapter X, Pub. L. 104-19, 109 Stat. 237.

Dated: January 6, 1999.

**Ellen Lazar,**

*Director, Community Development Financial Institutions Fund.*

[FR Doc. 99-633 Filed 1-11-99; 8:45 am]

BILLING CODE 4810-70-P

**UNITED STATES INFORMATION AGENCY****Culturally Significant Objects Imported for Exhibition Determinations: "Francis Bacon: A Retrospective Exhibition"**

**AGENCY:** United States Information Agency.

**ACTION:** Notice.

**SUMMARY:** Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985, 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978 (43 F.R. 13359, March 29, 1978), and Delegation Order No. 85-5 of June 27, 1985 (50 F.R. 27393, July 2, 1985), I hereby determine that the objects on the list specified below, to be included in the exhibit "Francis Bacon: A Retrospective Exhibition," imported from abroad for the temporary exhibition without profit within the United States, are of cultural significance. These objects are imported pursuant to a loan agreement with the foreign lender. I also determine that the exhibition or display of the listed exhibit objects at the Yale Center for British Art, New Haven, Connecticut, from on or about January 23, 1999 to on or about March 21, 1999, the Minneapolis Institute of Arts, Minneapolis, Minnesota, from on or about April 8, 1999 to on or about May 27, 1999, the Fine Arts Museums of San Francisco: California Palace of the Legion of Honor, San Francisco, California, from on or about June 13, 1999 to on or about August 2, 1999, and the Modern Art Museum of Fort Worth, Fort Worth, Texas, from on or about August 20, 1999 to on or about October 15, 1999, is in the national interest. Public Notice of these determinations is ordered to be published in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:** For a copy of the list of imported exhibit objects or for further information, contact Lorie J. Nierenberg, Assistant General Counsel, Office of the General Counsel, 202/619-6084, and the address is Room 700, U.S. Information Agency, 301 4th Street, SW, Washington, DC 20547-0001.

Dated: January 6, 1999.

**R. Wallace Stuart,**

*Deputy General Counsel.*

[FR Doc. 99-679 Filed 1-11-99; 8:45 am]

BILLING CODE 8230-01-M