

Panel 6; (10) EUROCAE WG-47 Report and discuss schedule for further work with WG-3; (11) Review Issues List and Address Future Work; (12) Other Business; (13) Dates and Places of Future Meetings; (p.m.) (14) WG-3 continues. Friday, August 13: (15) Working Group's Continue as Required.

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 the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on July 9, 1999.

Gregory D. Burke,
Designated Official.

[FR Doc. 99-18027 Filed 7-14-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Joint Special Committee 182/ Eurocae Working Group 48, Minimum Operational Performance Standards (MOPS) for an Avionics Computer Resource

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 Special Committee (SC)-182/EUROCAE Working Group (WG)-48 meeting will be held August 17-19, 1999, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

The agenda will include: (1) Chairman's Introductory Remarks; (2) Review and Approval of the Agenda; (3) Review of Meeting Report: Joint RTCA SC-182/EUROCAE WG-48 Meeting, May 11-13, 1999; (4) Review and Disposition Comments to MOPS version 3.0; (5) Finalize MOPS version 4.0 and recommend adoption by RTCA and EUROCAE; (6) Review draft FAA TSO for ACR Applicable; (7) Draft letter to SC-190 regarding reuse tables (Annex E); (8) Date and Place of next meeting; (9) Chairman's Closing Remarks.

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 the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

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Designated Official.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: District of Columbia, Prince George's County, Maryland and City of Alexandria and Fairfax County, VA

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a supplement to a final environmental impact statement will be prepared for a proposed bridge project in the District of Columbia, Prince George's County, Maryland and the City of Alexandria and Fairfax County, Virginia.

FOR FURTHER INFORMATION CONTACT: Mr. John Gerner, Project Manager, Woodrow Wilson Bridge Center, 1800 Duke Street, Suite 200, Alexandria, Virginia 22314, Telephone: (703) 519-9800.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the District of Columbia Department of Public Works, Virginia Department of Transportation, and Maryland State Highway Administration, will prepare a supplement to the final environmental impact statement (FEIS) for a proposal to enhance mobility while addressing community and environmental concerns along I-95/I-495 (Capital Beltway) from west of Telegraph Road to east of MD 210 in the vicinity of the Woodrow Wilson Bridge. The original FEIS for the improvements (FHWA-MD-VA-DC-EIS-91-01-F) was approved on September 2, 1997 and a Record of Decision (ROD) was issued on November 25, 1997. The proposed improvements documented in that FEIS provide for replacing the existing bridge with a new bridge crossing consisting of two new parallel drawbridges, one for eastbound traffic and the other for westbound traffic, constructed approximately thirty feet south of and twenty feet higher than the existing bridge. Each span would have five

general purpose traffic lanes (separated into two express and three local lanes), and one lane reserved for future use by public transit or high occupancy vehicle use. Thus, the new bridge would have a total ten general purpose traffic lanes and two lanes reserved for limited future use. Four interchanges adjacent to the bridge, two in Maryland and two in Virginia, will also be reconstructed to provide for roadway widening associated with the larger bridge, smoother traffic flow, and improved access to the bridge.

The location and preliminary design of the project have been approved. However, a U.S. District Court ruling, *City of Alexandria v. Slater*, 1999 U.S. DIST. LEXIS 5254 (D. DC April 14, 1999), found that the FEIS was inadequate because a ten lane alternative had not been fully considered, the presentation of construction impacts associated with the project was not detailed enough, and the impact on cultural resources in yet to be selected mitigation sites and possible sites in the construction area were not described (on the last point, the Court also found that the National Historic Preservation Act had been violated). The Federal Government is appealing the Court's decision. The Federal Government is not appealing other portions of the decision dealing with the Clean Air Act.

Although the Federal Highway Administration is appealing this decision, in recognition of the need for timely action on this bridge replacement project, the Federal Highway Administration has decided to begin processing a supplemental environmental impact statement (SEIS) to address the issues raised by the Court and to present information on changes to the project which were not evaluated in the FEIS, even while the appeal of the Court decision is pending. In addition, and since the publication of the FEIS in 1997, the development of the final design has led to a number of changes in the project, resulting in some changes in the boundaries of the project, the configuration of the interchanges, the amount of dredging in the Potomac River, and other relatively limited changes. These changes are best addressed in an SEIS, irrespective of the District Court decision.

This "Alternatives SEIS" is being undertaken to: (1) Do preliminary engineering and design work necessary to develop 10 lane alternative designs, (2) consider these 10 lane alternatives along with the current 12 lane design, (3) address construction impacts and effects upon cultural resources and historic sites in the area, and (4) address

changes to the project since the issuance of the ROD.

If the appeal is resolved favorably and the mandate to more fully consider 10 lane alternatives, construction impacts, and yet to be identified historic sites in an SEIS is vacated, development of a "limited scope SEIS" (23 CFR 773.130(f)) only dealing with the changes which have occurred since the 1997 ROD would continue. Work would stop on those matters which flow directly from the District Court's decision, as an SEIS on these issues would then be unnecessary and limiting the scope of the SEIS would allow the project to remain on its original schedule.

If the appeal is not successful, the "Alternatives SEIS" addressing changes to the project since the ROD was issued as well as evaluating various 10 lane alternatives and other issues required by the District Court would be completed.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens and citizen groups who have previously expressed or are known to have an interest in this proposal. It is anticipated that Scoping Meetings will be held both in Virginia and Maryland early in August, 1999.

If the appeal is not successful and an "Alternatives SEIS" is prepared, Public Information Workshops will be held both in Maryland and Virginia in December, 1999 and Public Hearings will be held both in Maryland and Virginia in May, 2000. If the appeal is successful and a "limited scope SEIS" is prepared, the Public Information Workshop will not be conducted, but Public Hearings will be held both in Maryland and Virginia in January, 2000 to present the results of the evaluations of proposed changes to the project since the FEIS and ROD were issued in 1997. In either case, the draft SEIS will be available for public and agency review and comment prior to the Public Hearing. Public notice will be given of the availability of the Draft SEIS for review and of the time and place of the public meetings and hearings.

To ensure that the 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 these proposed actions and SEIS 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 regulation

implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities apply to this program).

Nelson J. Castellanos,

Division Administrator, Baltimore, Maryland.

[FR Doc. 99-18095 Filed 7-14-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration Environmental Impact Statement: Town of Grundy, Virginia

AGENCY: Federal Highway Administration.

ACTION: Notice of intent.

SUMMARY: The Federal Highway Administration (FHWA) is issuing this notice to advise the public of its intent to adopt the environmental impact statement prepared by the U.S. Army Corps of Engineers for a flood protection project for the Town of Grundy, which includes an upgrade of existing Route 460, and issue its own Record of Decision.

FOR FURTHER INFORMATION CONTACT:

Edward Sundra, Environmental Specialist, Sr., Federal Highway Administration, Post Office Box 10249, 400 North 8th Street, Room 750, Richmond, Virginia 23240-0249, Telephone 804-775-3338.

SUPPLEMENTARY INFORMATION: The U.S. Army Corps of Engineers (Corps), in cooperation with the Virginia Department of Transportation (VDOT), prepared a draft Environment Impact Statement (EIS) for a joint project to alleviate the potential for flood damages in the Town of Grundy and made it available to the public in August 1993. Included as part of the proposed flood control measures is a highway component involving the upgrade of Route 460 from two to four lanes. The roadway profile would be elevated and the fill slope along with retaining walls used to control the flooding of the Levisa Fork River. A final environmental impact statement was issued in October 1995, and a Record of Decision was issued on September 23, 1997, by the Corps.

Although the FHWA reviewed and commented on the Corp's environmental impact statement when it was originally developed, they were never officially requested to be a cooperating agency in the process. VDOT has expressed an intent to use Federal-aid funds for the highway upgrade component of the project, therefore, the environmental impact statement is being reviewed by FHWA to determine if the EIS can be readily

adopted for purposes of complying with NEPA. FHWA will solicit comments by circulating the final environmental impact statement and send out letters describing our intentions and changes that have occurred to the project to the appropriate Federal, State, and local agencies, private organizations, and citizens who have previously been involved or are known to have an interest in this proposal. Finally, notice of the document's availability will be published in local newspapers. Following this review and consideration of any comments received, FHWA, will issue its own Record of Decision.

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

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: July 9, 1999.

Edward S. Sundra,

Environmental Specialist, Sr.

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DEPARTMENT OF TRANSPORTATION Surface Transportation Board

[STB Finance Docket No. 33753 (Sub-No. 1)]

South Plains Switching, Ltd. Co.— Acquisition Exemption—The Burlington Northern and Santa Fe Railway Company

South Plains Switching, Ltd. Co. (South Plains), a Class III rail common carrier, has filed a verified notice of exemption under 49 CFR 1150.41¹ to

¹ On June 7, 1999, a notice of exemption under 49 CFR 1150.41 was served and published (64 FR 30375) for South Plains. See *South Plains Switching, Ltd. Co.—Acquisition Exemption—The Burlington Northern and Santa Fe Railway Company*, STB Finance Docket No. 33753. Subsequently, on June 25, 1999, South Plains filed an amended verified notice of exemption. Because the amendment extended the trackage being acquired and decreased the incidental trackage rights being acquired, Board staff notified South Plains' representative that the amended verified notice of exemption would be treated as a new filing under a new docket number and that the filing would require a new filing fee. The notice of exemption in STB Finance Docket No. 33753 (Sub-No. 1) supersedes the earlier notice of exemption served and published on June 7, 1999.