

Decatur Utilities, Marshall County (AL) Gas District, Dekalb-Cherokee Counties (AL) Gas District, Austell (GA) Gas System, or Cartersville (GA) Utilities.

Environmental Consequences and Commitments

As a long, linear pipeline, the project generally follows existing rights of way. About 40 percent of the proposed route is unforested and would revert to its previous open land uses after pipeline construction. However, forested lands would be cleared and maintained in an unforested condition by the company through periodic maintenance activities. Forested wetlands would be cleared in several places along the 122-mile pipeline route. Approximately 37.67 acres of forested wetlands would be cleared in Tuscaloosa, Fayette, Walker, Cullman, Morgan, and Limestone Counties of Alabama. Of this, 24.22 acres would be permanently maintained as cleared right-of-way. FWS and FERC have adopted mitigation measures to avoid or minimize environmental harm. TVA believes that the measures required by FERC in its October 28, 1998 order would substantially reduce the environmental impacts of this project. These include detailed construction Best Management Practices, use of environmental inspectors, completion of compliance with Section 106 of the National Historic Preservation Act, and surveys of caves for Indiana and gray bats. Southern will comply with the following measures:

- In order to compensate for temporary and permanent wetland impacts, Southern will purchase 185 acres of drained wetland in Limestone County, Alabama (known as the Devaney Tract) adjacent to the Wheeler National Wildlife Refuge and deed the tract to the FWS. The FWS would restore wetland hydrology to approximately 105 acres and plant hardwood trees on remaining acreage.
- Southern will comply with measures required by FERC's Order Amending Certificate and Denying Stay and Rehearing of October 28, 1998 (Docket Nos. CP96-153-002, 003 and 004) and FERC's May 30, 1997 Order Issuing Certificate and Denying Rehearing (Docket Nos. CP96-153-000 and 002).

Dated: January 19, 1999.

Kathryn J. Jackson,

Executive Vice President, Resource Group.

[FR Doc. 99-2043 Filed 1-27-99; 8:45 am]

BILLING CODE 8120-08-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of Final Environmental Impact Statement for Terminal Doppler Weather Radar To Serve John F. Kennedy International and LaGuardia Airports, New York, New York

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability.

SUMMARY: In accordance with requirements of the National Environmental Policy Act of 1969, as Amended, and FAA order 1050.ID—Policies and Procedures for Considering Environmental Impacts, the FAA announces the availability of a Final Environmental Impact Statement (EIS) for terminal Doppler weather radar to Serve John F. Kennedy International and LaGuardia Airports, New York, New York. The Final EIS provides responses to comments on the Draft EIS received in written form or in oral presentations at five official public hearings held during the public review period for the Draft EIS. The text and figures of the Draft EIS have been revised as necessary to provide information and analyses requested by comments from the public. The Final EIS is a comprehensive document containing the contents of the Draft EIS, as revised, copies of all comment letters received during the public review period, transcripts of the five public hearings, and the FAA's official responses to those comments. A copy of the Final EIS will be mailed to all parties who received the Draft EIS directly from the FAA and all additional parties who requested a copy of the document. The Final EIS is available for review at FAA Headquarters in Washington, DC, and libraries of the potentially affected area in New York City. A copy of the Final EIS may be obtained from the FAA through request to the contact listed below.

In accordance with regulations at 40 Code of Federal Regulations 1506.10(b)(2), the FAA's decision on whether to proceed with the proposed action will not be made or recorded until the appropriate time. At the time such decision is made, the FAA will release a Record of Decision with that information.

FOR FURTHER INFORMATION CONTACT: Jerome D. Schwartz, Environmental Lead for TDWR, AND-402, Federal Aviation Administration, 800 Independence Avenue, SW,

Washington, DC 20591, telephone (202) 267-9841.

Issued in Washington, DC on January 20, 1999.

James C. Link,

Acting Leader, Integrated Product Team For Surveillance, AND-400.

[FR Doc. 99-2022 Filed 1-27-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

National Highway Traffic Safety Administration

Ocular-based Measures of Driver Alertness; Notice of Conference and Request for Submissions

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of conference and request for submissions.

SUMMARY: This notice is both an invitation to participate in a conference addressing ocular-based measures of driver alertness and a request for submissions to be presented/demonstrated at the conference. The conference is being sponsored by the FHWA's Office of Motor Carriers and the National Highway Traffic Safety Administration's (NHTSA) Office of Vehicle Safety Research (formerly, the Office of Crash Avoidance). The purpose of the conference is to (1) share recent FHWA/NHTSA findings regarding the validity of eye-based measures of driver alertness, (2) share recent FHWA and NHTSA technology developments in this area, (3) identify and provide information about other Research and Technology (R&T) studies relevant to in-vehicle alertness monitoring, (4) review the overall state-of-the-art of in-vehicle alertness monitoring, (5) review concepts for feedback of alertness information to drivers and other proposed features of the driver-vehicle interface, and (6) review concepts for the successful and user-acceptable introduction of in-vehicle alertness monitoring systems to commercial motor carrier fleets.

DATES: The conference will be held on April 26-27, 1999. Each day's session will begin at 9 a.m. and end at 5 p.m. Papers and technology demonstration proposals/abstracts must be received on or before March 1, 1999.

ADDRESSES: The conference will be held at the Hyatt-Dulles Hotel, 2300 Dulles Corner Boulevard, Herndon, Virginia.

FOR FURTHER INFORMATION CONTACT: For conference information and to obtain

registration materials, contact Ms. Annette Smith, Portfolio Management Group, Ltd., 8513 Ashwood Drive, Capitol Heights, MD 20743; Telephone: (301) 499-4936; FAX: (301) 499-1405; E-mail: portmgmt@erols.com. Paper and technology demonstration proposals should be submitted to Robert J. Carroll, Office of Motor Carrier Research and Standards (HCS-30), Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590; Telephone: (202) 366-9109; FAX: (202) 366-8842; E-mail: robert.carroll@fhwa.dot.gov.

SUPPLEMENTARY INFORMATION: From 1997-1998, the Intelligent Transportation Systems/Commercial Vehicle Operations Division of the FHWA's Office of Motor Carriers funded a program, which was managed by the NHTSA's Office of Crash Avoidance Research, to study competing fatigue detection technologies. Under the program, the University of Pennsylvania (UPENN) conducted laboratory experiments to evaluate the validity, sensitivity, and reliability of selected personal (psychophysiological) fatigue-detection devices and measures. The study evaluated eye closure measures such as PERCLOS, a measure of eyelid droop identified in earlier NHTSA research as being a promising index of fatigue. PERCLOS is defined as the percent of time eyelids are closed 80% or more—a measure found to be significantly correlated with driver fatigue. Other psychophysiological measures assessed included two eye-blink measures, two electroencephalograph (EEG) measures, and a head movement detector. All measures had some validity, but the results corroborated most strongly the validity of PERCLOS. The final report, "Evaluation of Techniques for Ocular Measurement," DOT-HS-808 762, is available through the National Technical Information Service, telephone (703) 605-6000 or (800) 553-6847. The FHWA and the NHTSA believe that the PERCLOS measure is one of the most promising known real-time indicators of driver alertness for in-vehicle systems. Laboratory-based studies of the driver-vehicle interface for a PERCLOS-based in-vehicle alertness monitoring system are currently underway. This Intelligent Vehicle Initiative (IVI)-funded project is being managed by the NHTSA's Office of Crash Avoidance Research and is a follow-up to the PERCLOS validation study. Under the program, UPENN is conducting laboratory experiments to evaluate the effectiveness of various potential elements of the driver-vehicle interface (DVI) of in-vehicle CMV driver

alertness monitoring devices. Also, under this program, Carnegie Mellon Research Institute has developed, and is testing, a new camera and related software that can monitor and analyze a driver's PERCLOS in real-time. Other DVI components to be assessed include real-time gauges, informational alarms/warnings, and alerting stimuli. The study will make recommendations regarding optimal DVI design elements for CMV driver alertness monitors. This new study will be completed in the Spring of 1999 and reported at the conference. This technical conference/workshop is planned to discuss recent scientific validation findings regarding PERCLOS and other eye activity measures as metrics of alertness, and the status of efforts to develop in-vehicle sensors to continuously measure PERCLOS as an indicator of driver alertness (i.e., develop an "alertometer"). The conference will also address the potential and appropriate uses of "alertometer" data and ways to ensure the active participation and acceptance of drivers and management in the use of such technologies. Since the PERCLOS measure will likely be a key metric employed in any operational test of alertness monitoring technology, the workshop will also provide an update of the FHWA's plans for implementing the IVI operational tests, as described above.

Due to limited seating, early registration is encouraged. The registration fee is \$150. The registration fee for full-time students is \$100. Those registering before March 1, 1999 may pay an early registration fee of \$100 (\$75 for full-time students). Full refund of registration fees will be made for cancellations received by April 15, 1999. Refunds of 75 percent of the registration fee will be made for cancellation notices received after April 15, 1999. Persons interested in attending, presenting papers, and/or demonstrating relevant technologies are invited to obtain registration materials and submit papers or technology demonstration proposals, in accordance with the criteria set forth below.

To be accepted for presentation, papers proposing methods of alertness measurement should describe how the measure/method meets one of the following three criteria for continuous, in-vehicle driver alertness monitoring, regardless of the technology used:

- (1) Provide continuous, in-vehicle driver-alertness monitoring, using the PERCLOS measure.
- (2) Be highly correlated with the PERCLOS.

- (3) Have gone through a validation process similar to the PERCLOS validation.

Technologies proposed for demonstration at the conference will be evaluated with respect to their validity in measuring driver alertness, their reliability/durability for in-vehicle operation, and their current or potential cost of production and integration in vehicle operations. Interested parties are instructed to request a registration packet and submit a 300-500 word abstract, describing the paper or technology demonstration proposed for presentation at the conference. The abstracts related to technology demonstrations should include a description of the technology, including its major components, functional basis (i.e., what it measures), how it is installed in a vehicle (and/or worn by operators), what kind of feedback it provides to drivers, evidence of validity (e.g., correlation with performance on vigilance or alertness-related tasks), operational reliability/durability, unobtrusiveness/acceptability, and affordability (or potential affordability following further development). Empirical data on device validity (i.e., evidence that it is accurately measuring alertness as measured by some independent criterion which is a known valid measure of alertness, such as the psychological vigilance test) is particularly important. The FHWA and NHTSA will select or invite presentations and demonstrations for the conference, based upon these criteria. Submitters are instructed not to submit any confidential or proprietary data on device design or performance.

The outcomes of this conference are expected to be (1) greater public awareness of recent FHWA/NHTSA findings with respect to the validity of eye-based measures of driver alertness and related technology developments in this area, (2) the identification of other research and technology studies relevant to in-vehicle alertness monitoring, (3) a review of the overall state-of-the-art of in-vehicle alertness monitoring, (4) a review of concepts for providing feedback of alertness information to drivers, as well as other proposed features of the driver-vehicle interface, and (5) a review of concepts for successful and user-acceptable introduction of in-vehicle alertness monitoring to commercial motor carrier fleets. The FHWA does not believe the outcomes of this conference will impact the agency's on-going rulemaking addressing its prescriptive hours-of-service rules.

Authority: 23 U.S.C. 315; 49 U.S.C. 31136; 49 U.S.C. 31502; 49 CFR 1.48 and 1.50.

Issued on: January 22, 1999.

George L. Reagle,

*Associate Administrator for Motor Carriers
Federal Highway Administration.*

Raymond P. Owings,

*Associate Administrator for Research and
Development, National Highway Traffic
Safety Administration.*

[FR Doc. 99-2020 Filed 1-27-99; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33680]

Central New England Railroad, Inc.— Operation Exemption—Line Owned by State of Connecticut Department of Transportation

Central New England Railroad, Inc., an existing Class III carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to operate approximately 8.7 miles of rail line owned by the State of Connecticut Department of Transportation from milepost 0.0, at Hartford, CT, to milepost 8.7, at Griffins, CT (known as the Griffins Industrial Track).¹

The transaction is expected to be consummated on or after January 22, 1999.

If the notice 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. 33680 must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, D.C. 20423-0001. In addition, a copy of each pleading must be served upon Robert A. Wimbish, Esq., Rea, Cross & Auchincloss, 1707 L Street, NW., Suite 570, Washington, DC 20036.

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

Decided: January 21, 1999.

¹ Applicant represents that the result of the proposed transaction will be the resumption of common carrier service on a state-owned line.

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

Vernon A. Williams,
Secretary.

[FR Doc. 99-1887 Filed 1-27-99; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33704]

Pioneer Railcorp and Wabash & Western Railway Co.—Acquisition of Control Exemption—Michigan Southern Railroad Co., Inc.

Pioneer Railcorp (Pioneer), a noncarrier holding company, and Wabash & Western Railway Co. (WAB), a Class III rail carrier, have jointly filed a verified notice of exemption to acquire, through stock purchase, Michigan Southern Railroad Co., Inc., (MSR), a Class III rail carrier, operating in the States of Michigan and Indiana.¹

The earliest the transaction could be consummated was January 6, 1999, the effective date of the exemption (7 days after the exemption was filed).

As indicated by Pioneer and WAB in their notice, pursuant to the original lease agreement between WAB, MSR, Gordon D. Morris, and Morris Leasing Co., Ltd. (MLSC), WAB has the option to purchase the outstanding stock of MSR, and the rail assets of MLSC would be transferred to MSR prior the closing of the stock purchase. WAB will continue to lease and operate the lines of MSR as well as operate under the name of Michigan Southern Railroad.²

WAB is a subsidiary of Pioneer Railcorp (Pioneer), which directly controls thirteen existing shortline rail carriers.³ Pioneer will indirectly control MSR upon completion of this transaction.

Pioneer and WAB state that: (i) The railroads do not connect with each other; (ii) the transaction is not part of a series of anticipated transactions that would connect the railroads with each other; and (iii) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior

¹ See *Morris Leasing Co., Ltd. and Michigan Southern Railroad, Inc.—Acquisition and Operation Exemption—Lines of Consolidated Rail Corporation*, STB Finance Docket No. 33265 (STB served Nov. 13, 1996).

² See *Wabash & Western Railway Co.—Lease and Operation Exemption—Morris Leasing Co., Ltd., and Michigan Southern Railroad, Inc.*, STB Finance Docket No. 33306 (STB served Dec. 24, 1996).

³ See *Pioneer Railcorp—Continuance in Control Exemption—Pioneer Industrial Railway Co.*, STB Finance Docket No. 33550 (STB served Feb. 20, 1998).

approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the notice 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. 33704, 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 all pleadings must be served on Daniel A. LaKemper, Esq., 1318 S. Johanson Road, Peoria, IL 61607.

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

Decided: January 21, 1999.

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

Vernon A. Williams,
Secretary.

[FR Doc. 99-1888 Filed 1-27-99; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

January 21, 1999.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before March 1, 1999 to be assured of consideration.