

600 Old Country Road, Suite 446,
Garden City, NY 11530.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the New York State Department of Transportation, Stewart International Airport.

Issued in Garden City, New York on November 9, 1999.

Philop Brito,

Manager, NYADO, Eastern Region.

[FR Doc. 99-29903 Filed 11-15-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

**Environmental Impact Statement:
Lincoln County, NM**

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 a proposed highway project in Lincoln County, New Mexico.

FOR FURTHER INFORMATION CONTACT: Gregory D. Rawlings, Environmental Specialist, Federal Highway Administration, 604 W. San Mateo Road, Santa Fe, New Mexico 87505. Telephone: (505) 820-2027.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New Mexico State Highway and Transportation Department, will prepare design location studies and an EIS for proposed improvements to U.S. Highway 70 (US 70) in Lincoln County, NM. US 70 provides an essential link between Interstate 10 and Interstate 40 across southeast New Mexico and is an important route for goods movement as well as local and regional mobility. US 70 serves as a primary access route to several major recreational sites in southeastern NM, including the Lincoln National Forest, White Sands National Monument, Valley of Fires Recreation Area, a downhill ski area, a gaming casino, Ruidoso Downs race track, and several major mountain resorts. The Mescalero Apache Reservation and three military installations (Holloman and Cannon Air Force bases and White Sands Missile Range) are also accessed by US 70.

The segment of US 70 being studied is between the communities of Ruidoso Downs and Riverside, a distance of 60.3 kilometers (37.5 miles), and includes the communities of Glencoe, San Patricio, Hondo, Tinnie, Picacho, and

Riverside. Short sections of the highway also cross through or are adjacent to the Lincoln National Forest. The existing highway consists of two travel lanes with several short segments of three lanes to provide for passing. The highway intersects many side roads and driveways through these communities.

Improvements to the existing highway are needed to: (1) Meet economic growth goals of the State; and (2) correct safety deficiencies associated with use and condition of the existing highway. Alternatives for consideration will include the No Action alternative and alternatives developed through the agency and public involvement process. Alternatives may include construction of acceleration, deceleration, and turning lanes; construction of additional travel lanes; and minor realignments of the existing highway to improve design deficiencies and avoid sensitive natural and cultural resources.

Preliminary scoping for the project began in May 1999 and included (1) A letter with introductory information sent to federal, state, and local agencies, Native American groups, public and private organizations, and individuals identified as potentially interested or affected parties; and (2) two public information meetings conducted in the project study area to solicit preliminary issues and concerns regarding the proposed action. A scoping letter describing the proposed action and a draft design location study will be sent to interested agencies followed by a formal agency scoping meeting planned for December 8, 1999. Additional public meetings will be held to discuss our intention to prepare an EIS. These meetings will also provide opportunity for public and agency input.

A public hearing will be held to present the findings of the Draft EIS (DEIS) during the public review period. The DEIS will be available for public and agency review and comment prior to the hearing. 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. Comment or questions concerning the proposed action and EIS should be directed to the FHWA at the address provided above.

(Catalogue of Federal Domestic Assistance Program Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities and 23 U.S.C. 315; 49 CFR 1.48 apply to this program.)

Issued on November 9, 1999.

Gregory D. Rawlings,

Environmental Specialist, Santa Fe, NM.

[FR Doc. 99-29829 Filed 11-15-99; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Voluntary Intermodal Sealift Agreement/Joint Planning Advisory Group

AGENCY: Maritime Administration, DOT.

ACTION: Notice of meeting.

The Maritime Administration (MARAD) and United States Transportation Command announce a meeting of the Voluntary Intermodal Sealift Agreement (VISA) Joint Planning Advisory Group (JPAG) to: (1) develop VISA Business Rules and (2) begin exploring intermodal requirements. The nature of the meeting is unclassified. The meeting will be held in Airlifters' Hall, Bldg. P-40, Scott Air Force Base, IL on December 14, 1999 from 8 a.m. to 4 p.m. and December 15, 1999 from 8 a.m. to 12 p.m. A synopsis of the meeting will be published following the meeting.

The full text of the VISA program is published in the **Federal Register** issue of February 18, 1999 at 64 FR 8214-8222. One of the program requirements is that MARAD periodically publish a list of VISA participants in the **Federal Register**. As of October 1, 1999, the following commercial U.S.-flag vessel operators were enrolled in VISA with MARAD: Alaska Cargo Transport, Inc.; American Automar, Inc.; American President Lines, Ltd.; American Roll-On Roll-Off Carrier, LLC; American Ship Management, LLC; Automar International Car Carrier, Inc.; Beyel Brothers Inc.; Central Gulf Lines, Inc.; Cook Inlet Marine; Crowley American Transport, Inc.; Crowley Marine Services, Inc.; Dixie Fuels II, Limited; Double Eagle Marine, Inc./Caribe USA, Inc.; Farrell Lines Incorporated; First American Bulk Carrier Corp.; First Ocean Bulk Carrier-I, LLC; First Ocean Bulk Carrier-II, LLC; First Ocean Bulk Carrier-III, LLC; Foss Maritime Company; Gimrock Maritime, Inc.; Liberty Shipping Group Limited Partnership; Lykes Lines Limited, L.L.C.; Lynden Incorporated; Maersk Line, Limited; Matson Navigation Company, Inc.; Maybank Navigation Company, LLC; McAllister Towing & Transportation Company, Inc.; Moby Marine Corporation; NPR, Inc.; OSG Car Carriers, Inc.; Osprey Shipholding

Corporation, L.L.C.; Resolve Towing & Salvage, Inc.; Samson Tug & Barge Company, Inc.; Seacor Marine International Inc.; Sealift Inc.; Sea-Land Service, Inc.; Smith Maritime; Stevens Towing Co, Inc.; Superior Marine Services, Inc.; Totem Ocean Trailer Express, Inc.; Trailer Bridge, Inc.; Trico Marine Operators, Inc.; Troika International, Ltd.; Van Ommeren Shipping (USA) LLC; Waterman Steamship Corporation; and Weeks Marine, Inc.

CONTACT PERSON FOR ADDITIONAL INFORMATION: Raymond R. Barberesi, Director, Office of Sealift Support, (202) 366-2323.

By Order of the Maritime Administrator.
Dated: November 9, 1999.

Joel C. Richard,
Secretary.

[FR Doc. 99-29831 Filed 11-15-99; 8:45 am]
BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33813]

RailAmerica, Inc.—Control Exemption—RailTex, Inc.

AGENCY: Surface Transportation Board.
ACTION: Notice of filing of petition for exemption and request for public comments.

SUMMARY: RailAmerica, Inc., a railroad holding company that controls 12 Class III rail carriers, seeks an exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 11323–25 for its acquisition of control of RailTex, Inc., a railroad holding company that controls 17 Class III rail carriers. We seek comments on the requested exemption of control of RailTex by RailAmerica.

DATES: Comments are due by December 6, 1999. Petitioners' reply is due by December 15, 1999. Decision on the merits of the proposed exemption is due to be issued on January 14, 2000.

ADDRESSES: Send comments (an original and 25 copies) referring to STB Finance Docket No. 33813 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, send one copy of comments to RailAmerica's representative: Louis E. Gitomer, Of Counsel, Ball Janik LLP, 1455 F Street, N.W., Suite 225, Washington, DC 20005.

FOR FURTHER INFORMATION CONTACT: Julia M. Farr, (202) 565-1613. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION: On November 8, 1999, RailAmerica, Inc. (RailAmerica), and RailTex, Inc. (RailTex), filed a petition for exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 11323–25 for RailAmerica's acquisition of direct control of RailTex and indirect control of RailTex's 17 rail carrier subsidiaries in common with the rail carriers RailAmerica already controls.¹ Under 49 U.S.C. 11323(a)(5), the acquisition of control of a rail carrier by a person that is not a rail carrier but that controls any number of rail carriers requires the approval of the Board. Because RailAmerica controls Class III rail carriers and is seeking to acquire control of RailTex, which also controls Class III rail carriers, the proposed transaction is within the jurisdiction of the Board.² To minimize the period of uncertainty for employees and to permit the petitioners and their customers to realize the projected benefits of the transaction as soon as possible, petitioners have asked the Board to establish an expedited schedule under which comments would be due by December 6, 1999, petitioners' reply would be due by December 15, 1999, and a decision by the Board on the merits of the proposed exemption would be due on January 14, 2000.

RailAmerica controls 12 Class III rail carriers in the United States. Petitioners describe RailAmerica's rail subsidiaries as follows: (1) The Cascade and Columbia River Railroad Company operates 137 miles of rail line in the State of Washington; (2) Dakota Rail, Inc., operates 43.66 miles of rail line in the State of Minnesota; (3) Delaware Valley Railway Company, Inc., formerly operated over approximately 50 miles of rail line in the States of Delaware and Pennsylvania; (4) The Huron & Eastern Railway Company, Inc. (Huron & Eastern), operates approximately 171 miles of rail line in the State of Michigan; (5) the Minnesota Northern Railroad, Inc., operates approximately 241 miles of rail line in Northwestern

¹ Petitioners designated their filing as RAAM-2, which includes the Petition for Exemption (Volume 1), Public Exhibits (Volume 2), Confidential Exhibits (Volume 2A), and Highly Confidential Exhibits (Volume 3).

² If, however, the acquisition of control does not involve a Class I railroad and is not part of a series of anticipated transactions that would connect the railroads with each other or any railroad in the corporate family, the transaction is exempt as a class. See 49 CFR 1180.2(d)(2). Petitioners state that, given the indirect connection between two of the involved carriers and the possible future connection between two other carriers, discussed in further detail below, the class exemption at 49 CFR 1180.2(d)(2) may not apply to their proposal. Accordingly, petitioners have filed a petition for exemption rather than a notice of exemption.

Minnesota; (6) the Otter Tail Valley Railroad Company operates approximately 72 miles of rail line in Western Minnesota; (7) the Saginaw Valley Railroad Company, Inc. (Saginaw Valley), operates approximately 65 miles of rail line in the State of Michigan; (8) the St. Croix Valley Railroad Company operates over 44.4 miles of rail line in Eastern Minnesota; (9) the South Central Tennessee Railroad Corporation operates 52 miles of rail line in the State of Tennessee; (10) the Ventura County Railroad Company operates approximately 12.09 miles of rail line in the Port of Hueneme, in the State of California; (11) the West Texas & Lubbock Railroad Company, Inc., operates approximately 104 miles of rail line in the State of Texas; and (12) Toledo, Peoria & Western Railway Corporation (TP&W) operates approximately 369 miles of rail line in the States of Indiana, Illinois, and Iowa.

RailTex controls 17 Class III rail carriers in the United States. Petitioners describe RailTex's rail subsidiaries as follows: (1) The Austin & Northwestern Railroad Company, Inc. (AUNW), owns a 107-mile rail line in the States of Texas and New Mexico, which is operated by AUNW's division, the Texas New Mexico Railroad; (2) the Central Oregon & Pacific Railroad, Inc., operates over approximately 449 miles of rail line in the States of Oregon and California; (3) the Central Railroad Company of Indiana operates approximately 157 miles of rail line in the States of Indiana and Ohio; (4) the Central Railroad Company of Indianapolis (CERA) operates approximately 45.6 miles of rail line in the State of Indiana, and operates as agent for, and in the name of, Winamac Southern Railroad Company (WSRY) over approximately 44 miles of rail line in the State of Indiana; (5) the Connecticut Southern Railroad, Inc., operates approximately 78 miles of rail line in the States of Connecticut and Massachusetts; (6) the Dallas, Garland & Northeastern Railroad, Inc., operates approximately 187 miles of rail line and trackage rights over various railroads in the State of Texas; (7) the Georgia Southwestern Railroad, Inc., operates 357 miles of rail line in the States of Georgia and Alabama; (8) the Indiana & Ohio Central Railroad, Inc., operates approximately 154.6 miles of rail line in the State of Ohio; (9) the Indiana & Ohio Railway Company operates approximately 471.1 miles of rail line in the States of Michigan, Ohio and Indiana; (10) the Indiana Southern Railroad, Inc., operates 176 miles of rail