

DEPARTMENT OF STATE

[Public Notice No. 3071]

Advisory Committee on International Economic Policy; Meeting Notice

The Advisory Committee on International Economic Policy (ACIEP) will meet from 9:00 a.m. to 12:00 p.m. on Tuesday, July 14, 1999, in Room 1107, U.S. Department of State, 2201 C Street, NW, Washington, DC 20520. The meeting will be hosted by Committee Chairman R. Michael Gadbaw and by Assistant Secretary of State for Economic and Business Affairs Alan P. Larson.

The ACIEP serves the U.S. Government in a solely advisory capacity concerning issues and problems in international economic policy. The objective of the ACIEP is to provide expertise and insight on these issues that are not available within the U.S. Government. Topics for the July 14 meeting will be: Next Steps in on the Anti-Corruption Agenda; Biotechnology: Fostering a Science-based, Rules-based Approach; Upcoming Review of the U.S. Bilateral Investment Treaty Program; and Developments in Kosovo and South East Europe.

Members of the public may attend these meetings as seating capacity allows. Members of the media are welcome but discussions are off the record. Admittance to the Department of State Building is by means of a pre-arranged clearance list. In order to be placed on this list, please provide your name, title, company or other affiliation if appropriate, social security number, date of birth, and citizenship to the ACIEP Executive Secretariat by phone at (202) 647-5968 or fax (202) 647-5713 (Attention: Sharon Rogers) by Friday, July 9, 1999. On the date of the meeting, persons who have registered should come to the "C" Street entrance. One of the following valid means of identification will be required for admittance: A U.S. driver's license with photo, a passport, or a U.S. Government ID.

For further information, contact Sharon Rogers, ACIEP Secretariat, U.S. Department of State, Bureau of Economic and Business Affairs, Room 6828, Main State, Washington, DC 20520.

Dated: June 25, 1999.

William J. McGlynn,

Executive Secretary.

[FR Doc. 99-16914 Filed 7-1-99; 8:45 am]

BILLING CODE 4710-07-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration**Environmental Impact Statement: Pierce County, Washington**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a Tier II Environmental Impact Statement will be prepared for the proposed extension of the SR 167 freeway in Pierce County, Washington from SR 161 (Meridian Street North) in the city of Puyallup to the SR 509 freeway (east west road alignment) in the city of Tacoma.

FOR FURTHER INFORMATION CONTACT:

Gene Fong, Division Administrator, Federal Highway Administration, 711 South Capitol Way, Suite 501, Olympia, WA 98501, telephone: (360) 753-9413; Don Nelson, Assistant Secretary, Environmental and Engineering Service Center, PO Box, 47323, Olympia, WA 98504, telephone: (360) 705-7101; and/or Gary Demich, P.E., Region Administrator, Olympic Region, Washington State Department of Transportation, 5720 Capitol Boulevard, PO Box 47440, Olympia, WA 98504, telephone: (360) 357-2605; and/or Dennis Engel, P.E., Project Engineer, Consultant Design Office, 6639 Capitol Boulevard, P.O. Box 47443, Olympia, WA 98504, telephone: (360) 570-6640.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with Washington State Department of Transportation (WSDOT) will prepare a Tier II Environmental Impact Statement (EIS) to determine the most feasible alignment alternative of the SR 167 freeway which will meet purpose and need of the proposed project, while balancing environmental needs. The freeway extension will be approximately 9.7 kilometers (6.0 mile) in length. The freeway is expected to require six lanes including HOV lanes. The HOV lanes will be constructed when warranted.

The purpose of the project is to improve regional mobility of the transportation system to better serve multi-modal freight and passenger movement between SR 167, SR 410, and SR 512 and the Interstate 5 corridor and the new SR 509 freeway; reduce congestion and improve safety on the arterials and intersections in the study area. The proposed segment will provide system continuity between the SR 167 corridor and Interstate 5; and maintain or improve air quality in the corridor to ensure compliance with the

current State Implementation Plan and requirements of the Clean Air Act.

There are a number of problems associated with the non-freeway segment of SR 167 through Puyallup and Fife to the Interstate 5 corridor/Port of Tacoma/Fife area. The non-freeway segment, which is an incomplete part of the north Pierce County freeway system as planned, is on the existing surface street system and includes a circuitous route through Puyallup on the existing inadequate SR 167, and Fife via Valley Avenue and 54th Avenue East. These existing, highly congested facilities serve as a major truck route for the Port of Tacoma. Several intersections along these routes operate at over capacity conditions during peak hours resulting in traffic backups and delays. The heavy truck traffic on the non-freeway segment also exacerbate the safety problem. Accident ratios, on the non-freeway segment of SR 167, are 20 to 70 percent higher than statewide averages for similar highways due to high level of congestion at intersections and intersecting driveways.

Tier I FEIS was completed in April 1999. The FHWA concurred with WSDOT in the selection of corridor Alternative 2 for completing State Route 167 from State Route 161 to State Route 509 and signed a Record of Decision in June 1999. A complete description of all alternative studied, including general design elements sufficient to compare alternatives and environmental impacts, is included in the Tier I FEIS (FHWA-WA-EIS-1993-2-F). This document is available for review at local libraries.

The Tier II EIS process will consist of performing engineering analyses on alternative alignments within the selected corridor to determine the negative environmental consequences and evaluate ways to avoid, minimize or mitigate for those consequences at the conclusion of the Tier II process. The do-nothing alternative will also be evaluated. Ultimately, the overall, environmentally preferred alternative will be identified and adopted as appropriate.

Two scoping meetings are planned on July 13, 1999, for agencies, organizations and the public. Time and location for the meetings will be announced by letters, local newspaper and/or through news letters. Subsequent to the scoping meetings, continued public involvement opportunities are included in the EIS public involvement plan. These include newsletters, community workshops, a project web site, bulletins, stakeholder interviews, paid media advertisements, and formation of Citizen Advisory Committee to ensure public information

and to generate input in the project as it advances through the development/EIS process. A Partners Committee, made up of sponsoring agencies and municipalities in the area, has been formed to cooperatively deal with issues as they arise.

Announcements describing the proposed action and soliciting input on the project will be sent to the appropriate Federal, State, and local agencies, affected Indian Tribes, private organizations, and citizens who have previously expressed or are known to have an interest in this proposal. A series of open houses will be scheduled during the project development process as a part of the EIS public involvement plan. Input from these open houses and scoping meetings will be used to help identify the design alternatives for study in the EIS. A public hearing will be held after the release of the Draft EIS to receive public and agency comments. There will be public notice announcing the time and place of future meetings and the hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing.

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

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: June 25, 1999.

James Leonard,

*Transportation and Environmental Engineer,
FHWA Washington Division.*

[FR Doc. 99-16853 Filed 7-1-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. MC-F-20947]

**Francis Tedesco, Mark Tedesco, Frank Tedesco Trust, Francis Tedesco Trust and Mark Tedesco Trust—
Acquisition—Red Apple Transit, Inc., Hoboken Transportation Company, Inc., Willow Bus Line, Inc., and Agresta Bus Company, Inc.**

AGENCY: Surface Transportation Board.

ACTION: Notice tentatively approving finance application.

SUMMARY: Applicants, Francis Tedesco, Mark Tedesco, Frank Tedesco Trust, Francis Tedesco Trust and Mark Tedesco Trust, noncarrier individuals who control several motor passenger carriers and a noncarrier, No. 22 Hillside Corp. (No. 22 Hillside), seek approval under 49 U.S.C. 14303 to acquire, through No. 22 Hillside, certain properties and the operating authorities of the following motor passenger carriers: Red Apple Transit, Inc. (Red Apple), Hoboken Transportation Company, Inc. (Hoboken), Willow Bus Line, Inc. (Willow), and Agresta Bus Company, Inc., d/b/a Red Apple Transit, Inc. (Agresta) (collectively referred to as the acquired carriers). Persons wishing to oppose the application must follow the rules at 49 CFR 1182. The Board has tentatively approved the transaction and, if no opposing comments are timely filed, this notice will be the final Board action.

DATES: Comments must be filed by August 16, 1999. Applicants may file a reply by August 31, 1999. If no comments are filed by August 16, 1999, this notice is effective on that date.

ADDRESSES: Send an original and 10 copies of any comments referring to STB Docket No. MC-F-20947 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, send one copy of comments to applicants' representative: Fritz R. Kahn, Suite 750 West, 1100 New York Avenue, NW, Washington, DC 20005-3934.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION:

Applicants directly control Academy Bus Tours, Inc. (Academy Bus),¹ Academy Express, Inc. (Academy Express),² Academy Lines, Inc. (Academy Lines)³ (the Academy

companies), Asbury Park Transit Lines (Asbury),⁴ Commuter Bus Line, Inc. (Commuter),⁵ and No. 22 Hillside. Under the proposed transaction, applicants will indirectly acquire, through No. 22 Hillside, certain properties and the interstate and New Jersey intrastate operating authorities of Red Apple,⁶ Hoboken,⁷ and Willow,⁸ and the New Jersey intrastate operating authority of Agresta.⁹

Applicants state that the aggregate gross operating revenues of the motor passenger carriers that they control exceeded \$2 million in calendar year 1998. Applicants also state that No. 22 Hillside will continue to provide the same operations that were provided by the acquired carriers; that applicants will incur no debt in their acquisition so there will be no increase in fixed charges; and that the employees of the acquired carriers will be offered the opportunity to apply for positions with the motor passenger carriers controlled by applicants.

Applicants submit that the proposed transaction will benefit the traveling public. According to applicants, the frequency of schedules will be increased, giving the public a greater choice of buses, and the schedules will be coordinated with those of the other Academy companies, reducing the need for transfers and making passenger service more convenient. Applicants also submit that their motor passenger carriers have regularly scheduled safety training programs and employ a full-time safety director to supervise their operations. They operate fleets of approximately 600 buses, cooperate to make volume purchases of fuel, tires and other supplies, and operate two large garages in Secaucus and Hoboken, NJ, where their buses routinely are inspected, repaired and maintained. In addition, applicants have access to

⁴ Asbury holds federally issued operating authority in Docket No. MC-1002 to provide passenger service between New York City and various points in New Jersey and to conduct nationwide special and charter operations.

⁵ Commuter holds federally issued operating authority in Docket No. MC-162133 to provide passenger service between New York City and various points in New Jersey and to conduct nationwide special and charter operations.

⁶ Red Apple holds federally issued operating authority in Docket No. MC-182453 to provide passenger service between New York City and various points in New Jersey.

⁷ Hoboken holds federally issued operating authority in Docket No. MC-54000 to provide passenger service between New York City and various points in New Jersey.

⁸ Willow holds federally issued operating authority in Docket No. MC-240453 to provide passenger service between New York City and various points in New Jersey.

⁹ Agresta holds intrastate operating authority to provide passenger service in New Jersey.

¹ Academy Bus holds federally issued operating authority in Docket No. MC-165004 to provide passenger service and other regular-route operations principally between New York City and various points in New Jersey, Pennsylvania, and New York, and to conduct nationwide special and charter operations.

² Academy Express holds federally issued operating authority in Docket No. MC-145482 to provide passenger service between New York City and various points in New Jersey and to conduct nationwide special and charter operations.

³ Academy Lines holds federally issued operating authority in Docket No. MC-106207 to provide passenger service and other regular-route operations principally between New York City and various points in New Jersey and Pennsylvania and to conduct nationwide special and charter operations.