

12d2-2(d) promulgated thereunder, to withdraw the above specified security ("Security") from listing and registration on the American Stock Exchange, Inc. ("Amex").

The reasons alleged in the application for withdrawing the Security from listing and registration include the following:

According to the Company, in addition to being listed on the Amex, the Security is listed on the New York Stock Exchange, Inc. ("NYSE"). The Security commenced trading on the NYSE at the opening of business on December 29, 1994 and concurrently therewith the Security was suspended from trading on the Amex.

According to the Company, the Board of Directors has determined that it does not find any particular advantage in the dual trading of the Security and believes that dual listing would fragment the market for the Security and result in a potentially negative effect upon investors. In making the decision to withdraw the Security from listing on the Amex, the Company also considered the direct and indirect costs and expenses attendant in maintaining the dual listing of its Security on the NYSE and the Amex. These costs include: (1) Listing and maintenance fees charged by each exchange for shares of the Security currently listed and shares that may be issued by the Company in the future, (ii) legal and other expenses that would arise as a result of duplication of filing documents with both the NYSE and the Amex whenever the Company makes any filing with the Commission, and (iii) other expenses relating to duplication of recordkeeping and reporting requirements that would arise from dual listing. The Board of Directors has determined that, in light of its finding that there is no particular advantage in dual trading of the Security, the expenses associated with dual listing would be excessive.

Any interested person may, on or before February 23, 1995, submit by letter to the Secretary of the Securities and Exchange Commission, 450 Fifth Street, N.W., Washington, D.C. 20549, facts bearing upon whether the application has been made in accordance with the rules of the Amex and what terms, if any, should be imposed by the Commission for the protection of investors. The Commission, based on the information submitted to it, will issue an order granting the application after the date mentioned above, unless the Commission determines to order a hearing on the matter.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.

Jonathan G. Katz,

Secretary.

[FR Doc. 95-2974 Filed 2-6-95; 8:45 am]

BILLING CODE 8010-01-M

SMALL BUSINESS ADMINISTRATION

Minneapolis/St. Paul Advisory Council Meeting

The U.S. Small Business Administration Minneapolis/St. Paul District Advisory Council will hold a public meeting on Friday, March 31, 1995 at 12:00 noon, at the Decathlon Athletic Club, 1700 East 79th Street, Bloomington, Minnesota, to discuss such matters as may be presented by members, staff of the U.S. Small Business Administration, or others present.

For further information, write or call Mr. Edward A. Daum, Director, U.S. Small Business Administration, 610-Butler Square, 100 North Sixth Street, Minneapolis, Minnesota 55403, (612) 370-2306.

Dated: January 31, 1995.

Dorothy A. Overal,

Director, Office of Advisory Council.

[FR Doc. 95-3006 Filed 2-6-95; 8:45 am]

BILLING CODE 8025-01-M

[License No. 06/06-0307]

Stratford Capital Partners, L.P.; Notice of Application for Transfer of Ownership

Notice is hereby given that an amendment application has been filed with the Small Business Administration pursuant to § 107.601 of Regulations governing small business investment companies (13 CFR 107.601 (1994)) for a transfer of ownership of Stratford Capital Group, Inc., 200 Crescent Court, Suite 1650, Dallas, Texas 75201 under the provisions of the Small Business Investment Act of 1958, as amended (the Act), (15 U.S.C. 661 et. seq.) and the Rules and Regulations promulgated thereunder.

The present 100% shareholder, Life Partners Group, plans to retain a \$5 million limited partnership interest in the Licensee, renamed Stratford Capital Partners, L.P. Additional commitments to invest up to \$40 million have been made by several new investors. The proposed new holders of more than 10% of the limited partnership interests are as follows: Hicks, Muse, Tate & Furst Equity Fund II, L.P., DLJ Fund

Investment Partners, L.P., and Life Partners Group.

Matters involved in SBA's consideration of the application include the business reputation and character of the proposed owners and management, and the probability of successful operations of the new company under their management, including profitability and financial soundness in accordance with the Act and Regulations.

Notice is further given that any person may, not later than 15 days from the date of publication of this notice, submit written comments on the proposed transfer of ownership to the Associate Administrator for Investment, Small Business Administration, 409 3rd Street, SW., Washington, DC 20416.

A copy of the Notice will be published in a newspaper of general circulation in Dallas, Texas.

(Catalog of Federal Domestic Assistance Program No. 59-011, Small Business Investment Companies)

Dated: January 31, 1995.

Robert D. Stillman,

Associate Administrator for Investment.

[FR Doc. 95-2936 Filed 2-6-95; 8:45 am]

BILLING CODE 8025-01-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD8-95-002]

Houston/Galveston Navigation Safety Advisory Committee Meeting

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

SUMMARY: The Houston/Galveston Navigation Safety Advisory Committee (HOGANSAC) will meet to discuss various navigation safety matters affecting the Houston/Galveston area. The meeting will be open to the public.

DATES: The meeting will be held from 9 a.m. to approximately 1 p.m. on Thursday, March 23, 1995.

ADDRESSES: The meeting will be held in the conference room of the Houston Pilots Office, 8150 South Loop East, Houston, Texas.

FOR FURTHER INFORMATION CONTACT: LTJG D. E. Rowlett, Recording Secretary, Commander, Eighth Coast Guard District (oan), Room 1211, Hale Boogs Federal Building, 501 Magazine Street, New Orleans, LA 70130-3396, telephone (504) 589-6235.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5

U.S.C. App. 2 § 1 et seq. The meeting is open to the public. Members of the public may present written or oral statements at the meeting. The agenda for the meeting will focus solely on discussion of the Houston Ship Channel 2000 (HSC 2000) report.

Dated: January 27, 1995.

R.C. North,

Rear Admiral, U.S. Coast Guard, Commander, Eight Coast Guard District.

[FR Doc. 95-2994 Filed 2-6-95; 8:45 am]

BILLING CODE 4910-14-M

Federal Highway Administration and Federal Transit Administration

Environmental Impact Statement; Milwaukee and Waukesha Counties, Wisconsin

AGENCY: Federal Highway Administration (FHWA), DOT; Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA, the FTA, and the Wisconsin Department of Transportation (WisDOT) are issuing this notice to advise the public and all other interested parties that in accordance with the National Environmental Policy Act (NEPA) an Environmental Impact Statement (EIS) will be prepared for transportation improvements in the central East-West Transportation Corridor of Milwaukee and Waukesha Counties, Wisconsin. The WisDOT will ensure that the EIS also satisfies the requirements of the Wisconsin Environment Policy Act (WEPA). The Draft EIS (DEIS) will include a Major Investment Study (MIS) in accordance with 23 Code of Federal Regulations part 450.

Among the alternatives that the EIS will evaluate are the No-Action and Transportation System Management (TSM) alternatives; light rail transit, freeway modernization, with and without special lanes for buses and carpools; and combinations of freeway modernization and fixed transit alternatives. Any new prudent and feasible 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 through two public meetings.

This notice supersedes the previous FTA Notice of Intent published in the **Federal Register** on March 27, 1992 (Vol. 57, No. 60, Page 10691).

FOR FURTHER INFORMATION CONTACT: Mr. Richard Schimelfenyg, Statewide

Projects Engineer, Federal Highway Administration, 4502 Vernon Boulevard, Madison, WI 53705-4905, phone (608) 264-5437, fax (608) 264-5959; Mr. Joel Ettinger, Regional Administrator, Federal Transit Administration, 55 East Monroe Street, Suite 1415, Chicago, Illinois 60603, phone (312) 353-2789, fax (312) 886-0351; or Mr. James Beckwith, Project Manager, Wisconsin Department of Transportation, District 2, 141 NW. Barstow Street, Waukesha, Wisconsin 53188, phone (414) 548-8675, fax (414) 548-8655.

COOPERATING AGENCIES: The FHWA, FTA and WisDOT have determined that the following agencies will be asked to be Cooperating Agencies in preparation of this EIS:

U.S. Army Corps of Engineers (COE),

U.S. Coast Guard (CG),

U.S. Department of Veteran Affairs (VA),

U.S. Department of the Interior—National Park Service (NPS), and U.S. Environmental Protection Agency (EPA).

Any other agency that believes it may have either jurisdiction-by-law or special expertise related to this project should consult with the individuals listed above.

SUPPLEMENTARY INFORMATION: The central East-West Transportation Corridor is a major travel corridor bisecting Milwaukee and Waukesha Counties. The Corridor includes portions of seven cities: Brookfield, Glendale, Milwaukee, New Berlin, Waukesha, Wauwatosa, and West Allis; three villages: Elm Grove, Shorewood and West Milwaukee; and three towns: Brookfield, Pewaukee and Waukesha.

The central East-West Transportation Corridor study area is generally a corridor approximately four to six miles wide extending from the junction of State Trunk Highway (STH) 16 and Interstate Highway (IH) 94 in Waukesha County 18 miles easterly to downtown Milwaukee and Lake Michigan in Milwaukee County. The central East-West Transportation Corridor generally follows the east-west route of IH-94 and extends north at its eastern terminus to include the University of Wisconsin—Milwaukee Campus and the near north shore communities adjacent to the City of Milwaukee.

While there are other East-West transportation corridors both north and south of the central transportation corridor, they do not directly serve the central business district of downtown Milwaukee, except by connections to north-south transportation corridors.

Transportation improvements in the central East-West Corridor are intended to improve accessibility in the corridor. A substantial portion of the corridor is largely composed of a low income, non-white, and transit-dependent population. Improved transportation should better serve the bidirectional travel needs of the area's growing employment base and population. Transit and highway improvements would also reduce traffic congestion, improve travel safety, and reduce accidents. Improved transportation operations in the corridor may alleviate regional air quality problems by providing alternatives to the single occupant automobile for many trips. Further, improved transit may alleviate traffic and parking problems that prevail in some of the most densely populated portions of the corridor and assist in opportunities for improved land use patterns and jobs development. In light of the above factors, the purpose of the central East-West Corridor study is to identify the best approach for improving long term transportation service in the corridor in a cost-effective, equitable, and publicly acceptable manner.

Previous Activity

As noted earlier, on March 27, 1992 the FTA announced through a Notice of Intent in the **Federal Register** that an Alternatives Analysis/Environmental Impact Statement (AA/EIS) would be prepared for transit improvements in the East-West Corridor in Milwaukee and Waukesha Counties. During the alternatives analysis reasonable and promising alternatives including technology type, alignment, and location of train storage yards and a maintenance center, were evaluated according to FTA criteria. Twelve alternatives were developed and presented at public meetings, Technical Advisory Committee meetings, and Study Advisory Committee meetings. After FTA approval, the twelve alternatives were being evaluated in an AA/DEIS (that was not circulated). These twelve alternatives included the No Build and Transportation System Management (TSM) alternatives, high occupancy vehicle (HOV) lanes for buses and carpools, express and rapid light rail transit (XLRT and RLRT), rapid busway (RBUS), minimum length routes for both LXRT and RLRT, and combinations of all modal alternatives described above.

In late 1993, a committee of local mayors, county executives, village presidents, and state and regional transportation officials, known as the Study Advisory Committee, identified Alternative 12 as their preliminary