

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