

- Backfilling and grading of mined areas will be contemporaneous with mining.
  - Mined areas will be reclaimed to have a soil productivity at least as high as existed before mining.
  - Native plant species, in combination with approved introduced species, will be used in establishing permanent vegetative cover during mine reclamation. The survival of permanent plantings will be monitored for at least five years and additional plantings made as necessary to meet reclamation requirements.
  - Hardwood trees will be planted in buffer strips at least 50 feet wide on each side of reclaimed streams. Mast and fruit-bearing trees and shrubs will be planted in clumps throughout the reclaimed mine area.
  - Except for the populations of swamp hickory and pin oak, the populations of state-listed plants within the mine area will be either avoided or transplanted to protected areas.
  - The cactus community and spring-head seepage area located near the northwest corner of the mine will either be avoided or mitigated by transplantation or other means.
  - Mining impacts to historic and archaeological resources will be mitigated in accordance with the June, 1998 Memorandum of Understanding among the Mississippi Lignite Mining Company, MDEQ, Mississippi State Historic Preservation Officer, and the Advisory Council on Historic Preservation. No mining will occur within 100 feet of the Tullos Cemetery.
  - Road closure and relocation plans will be approved by the Choctaw County Board of Supervisors. All public roads will be rebuilt to meet or exceed existing standards in their original locations or more suitable, approved locations. Access by surface landowners to lands not being mined will be maintained throughout mine operations.
- Following are additional mitigation measures which Choctaw Generation Limited Partnership and Mississippi Lignite Mining Company have committed to carrying out, as described in an agreement with TVA:
- No mining construction activities, such as construction of sedimentation ponds, will occur within 500 feet of National Park Service lands, and no lignite removal will occur within 2,000 feet of the Natchez Trace Parkway centerline or within 1,000 feet of the property line around the Little Mountain Overlook.
  - Tree buffers will be maintained or planted around the edge of the generation facility site.

- Lighting techniques designed to reduce impacts to the darkness of the night sky will be used by the generation facility and mine. Replacement "dark sky" lighting equipment will be provided by the generation facility for existing commercial facilities at the entrance to the Jeff Busby developed area.
- Choctaw Generation Limited Partnership and Mississippi Lignite Mining Company will instruct their vendors that the vendors' trucks are not to use the Natchez Trace Parkway when delivering materials and supplies to the RHPP. Employees will be discouraged from commuting on the Parkway.
- Project facilities and operations will be designed to minimize noise levels. Mississippi Lignite Mining Company and the National Park Service will cooperatively monitor noise at Little Mountain Overlook using the L<sub>90</sub> noise metric.
- Generation facility and mine employees will receive fire and safety training. Mine employees will receive emergency medical training. Emergency services will be coordinated with local providers.

Dated: August 10, 1998.

**William J. Museler,**

*Executive Vice President, Transmission/  
Power Supply Group.*

[FR Doc. 98-22471 Filed 8-20-98; 8:45 am]

BILLING CODE 8120-08-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RTCA Special Committee 186/Eurocae Working Group 51; Automatic Dependent Surveillance—Broadcast (ADS-B)

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee (SC)-186/EUROCAE Working Group (WG)-51 joint meeting to be held September 1-3, 1998, starting at 1:00 p.m. on Tuesday, September 1. The meeting will be held at the Grand Hotel Saltsjobaden in Stockholm, Sweden.

The agenda will include: September 1 (SC-186 Meeting Separately): (1) Chairman's Introductory Remarks/Review of Meeting Agenda; (2) Review and Approval of Minutes of the Previous SC-186 Meeting; (3) Review of the SC-186 Work Plan, Organization, and Objectives. September 2-3 (SC-186 Meeting Jointly with EUROCAE WG-51): (1) Approval of the Agenda; (2) Review and Approval of the Minutes of the Previous Joint SC-186/WG-51

Meeting; (3) WG-51 Activities Report: a. Subgroup-1 Status Report (Minimum Aviation System Performance Standards, Minimum Operational Performance Standards (MOPS) 1090); b. Subgroup-2 Status Report (VHF MOPS); (4) RTCA SC-186 Organization; (5) RTCA SC-186 Activities Report: a. WG-1 (Operations and Implementation); b. WG-2 (Separation Assurance); c. WG-3 (1090 MHz MOPS); d. WG-4 (Application Technical Requirements); (6) Clarification of Operational/Technical Rationales behind ADS-B System Requirements; (7) Rationale for UAT MOPS; (8) U.S. ADS-B Programs/Trials; (9) Procedures for Possible SC-186/WG-51 Joint Work; (10) Eurocontrol ADS Program: a. Results from EMERALD Study; b. Update on VDL 4 Program Including a Demonstration; (11) New Business; (12) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on August 14, 1998.

**Janice L. Peters,**

*Designated Official.*

[FR Doc. 98-22492 Filed 8-20-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Monterey County, California

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a supplement to a final environmental impact statement will be prepared for a proposed highway project in Monterey County, California.

**FOR FURTHER INFORMATION CONTACT:** John R. Schultz, Chief, District Operations North, Federal Highway Administration, 980 Ninth Street, Suite 400, Sacramento, California, 95814-2724; telephone: (916) 498-5041.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the California Department of Transportation (Caltrans), will prepare a supplement to the final Environmental Impact Statement-Report (EIS/R) on a proposal to improve State Route (SR) 1 in Monterey County, California. The original final EIS/R for the improvements (FHWA-CA-EIS-86-05-F) was approved on October 2, 1991. The project study limits of alternatives considered in the final EIS/R extended from 0.28 miles south of the Carmel River to 0.1 mile south of the Route 1/68 interchange, a distance of 3.1 miles.

The preferred alternative, identified in the final EIS/R and selected in the Record of Decision signed on November 14, 1991, is known as Alternative 1C Modified. Alternative 1C Modified provides a four-lane divided freeway on a new alignment through Hatton Canyon from Carmel Valley Road to the existing freeway interchange at Carmel Hill (State Route 1/68). A two-lane conventional highway will cross the Carmel River on a new 57-foot wide bridge and transition into the new freeway near Carmel Valley Road. The existing Carmel River Bridge and the roadway between Oliver Road and the southern limits of the new alignment would be removed. A new connection between the existing highway at Oliver Road and the new alignment would be constructed with an at-grade intersection on the new alignment between Rio Road and the Carmel River Bridge. Interchanges on the new freeway will be constructed at Carmel Valley Road and at Carpenter Street. A grade separation will be constructed at Rio Road. Carmel Valley Road will be widened from two to four lanes between the existing highway and Carmel Rancho Boulevard.

Litigation regarding this project commenced in January 1992 (*City of Carmel-by-the-Sea, et al. v. United States Department of Transportation, et al.*, Civ. No. 92-20002 SW), when plaintiffs City of Carmel-by-the-Sea, Sierra Club, Hatton Canyon Coalition and the Monterey Peninsula Regional Park District filed an action alleging that the United States Department of Transportation (and several individual Federal officials) and the State of California Department of Transportation (and several individual State officials) failed to comply with the National Environmental Policy Act, 42 USC Section 4321 et seq (NEPA), and the California Environmental Quality Act, Cal. Pub. Res. Code Section 21000 et seq (CEQA), as well as Executive Orders 11988 (floodplain management) and 11990 (protection of wetlands) in

preparing an EIS/R and making findings for the project. The plaintiffs specifically alleged that the analysis in the EIS/R was deficient with respect to its analysis of wetlands impacts, analysis of Monterey Pine impacts, consideration of a reasonable range of alternatives, analysis of cumulative impacts, and analysis of growth-inducing impacts.

In August of 1997, the United States Court of Appeals for the Ninth Circuit found that the EIS/R was adequate under both NEPA and CEQA with respect to its analysis of wetlands impacts, analysis of Monterey Pine impacts, consideration of a reasonable range of alternatives and analysis of growth-inducing impacts. The Court of Appeals also found that the findings made pursuant to Executive Orders 11988 and 11990 were proper. The Court of Appeals remanded the issue of the adequacy of the EIS/R with respect to its analysis of cumulative impacts to the United States District Court for the Northern District of California for further consideration. In July 1998, the District Court found that the EIS/R was inadequate with respect to its analysis of cumulative impacts, and enjoined construction of the project until such time as full compliance with NEPA and CEQA is established.

The purpose of this supplemental EIS/R is to comply with the decision of the District Court. The supplement will address the deficiencies in the final EIS/R as determined in the litigation and make any necessary additional revisions to the final EIS/R.

A public hearing will be held on the draft supplemental EIS/R. Public notice will be given of the time and place of the hearing. The draft supplemental EIS/R will be available for public and agency review and comment prior to the public hearing.

Comments or questions concerning this proposed action and the supplemental EIS/R should be directed to the FHWA at the address 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 August 14, 1998.

**G.P. Bill Wong,**

*Senior Transportation Engineer, Sacramento, California.*

[FR Doc. 98-22541 Filed 8-20-98; 8:45 am]

BILLING CODE 4910-22-M

**DEPARTMENT OF THE TREASURY**

**Senior Executive Service; Combined Performance Review Board (PRB)**

**AGENCY:** Treasury Department.

**ACTION:** Notice of Members of Combined Performance Review Board (PRB).

**SUMMARY:** Pursuant to 5 U.S.C. 4314(c)(4), this notice announces the appointment of members of the Combined PRB for the Bureau of Engraving and Printing, the Financial Management Service, the U.S. Mint and the Bureau of the Public Debt. The Board reviews the performance appraisals of career senior executives below the level of bureau head and principal deputy in the four bureaus, except for executives below the Assistant Commissioner level in the Financial Management Service. The Board makes recommendations regarding proposed performance appraisals, ratings, bonuses and other appropriate personnel actions.

**Composition of Combined PRB**

The Board shall consist of at least three voting members. In case of an appraisal of a career appointee, more than half of the members shall consist of career appointees. The names and titles of the Combined PRB members are as follows:

**Primary Members**

Gregory D. Carper, Associate Director (Chief Financial Officer), E&P  
 Constance E. Craig, Assistant Commissioner, Information Resources, FMS  
 Andrew Cosgarea, Jr., Associate Director for Operations, Mint  
 Thomas W. Harrison, Assistant Commissioner (Administration), PD

**Alternate Members**

Carla F. Kidwell, Associate Director (Chief Operating Officer), E&P  
 Larry D. Stout, Assistant Commissioner, Federal Finance, FMS  
 Jay M. Weinstein, Associate Director for Policy and Management & CFO, Mint  
 Theodore P. Langlois, Deputy Executive Director (Marketing and Sales), PD

**DATES:** Membership is effective on August 21, 1998.

**FOR FURTHER INFORMATION CONTACT:**

Thomas W. Harrison, Bureau of the Public Debt, Assistant Commissioner (Administration), Room 302, 200 3rd Street, Parkersburg, WV 26101, (304) 480-6514.

This notice does not meet the Department's criteria for significant regulations.