

State	City/town/county	Source of flooding	Location	#Depth in feet above ground. *Elevation in feet (NGVD)	
				Existing	Modified
			Approximately 180 feet downstream of State Route 624.	*245	*246

Maps available for inspection at the Wrightsville Borough Office, 129 South 2nd Street, Wrightsville, Pennsylvania.
Send comments to Mr. Walter J. Nace, President of the Wrightsville Borough Council, P.O. Box 187, Wrightsville, Pennsylvania 17368.

South Carolina	Sumter County (Unincorporated Areas).	Long Branch	At U.S. Route 76/378	*173	*174
			To a point approximately 2,890 feet upstream of U.S. Route 76/378.	None	*181

Maps available for inspection at the Planning and Zoning Department, 33 North Main Street, Sumter, South Carolina.
Send comments to Mr. William T. Noonan, County Administrator, 13 East Canal Street, Sumter, South Carolina 29150.

West Virginia	Mineral County (Unincorporated Areas).	Cabin Run	Approximately 1,200 feet upstream of confluence with Patterson Creek.	None	*645
			Approximately 1,950 feet upstream of State Route 16.	None	*815

Maps available for inspection at the Mineral County Courthouse, County Planner's Office, 150 Armstrong Street, Keyser, West Virginia.
Send comments to Mr. Blaire Deremer, President of the Mineral County Commission, Mineral County Courthouse, 150 Armstrong Street, Keyser, West Virginia 26726.

(Catalog of Federal Domestic Assistance No. 83.100, "Flood Insurance.")

Dated: January 4, 1999.

Michael J. Armstrong,

Associate Director for Mitigation.

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BILLING CODE 6718-04-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

46 CFR Part 401

[USCG-1998-4921]

Great Lakes Pilotage Regulations

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting; request for comments.

SUMMARY: The Coast Guard's Office of Great Lakes Pilotage is holding a public meeting to discuss options for improving the safety, reliability, and efficiency of the Great Lakes Pilotage System. This meeting is sponsored by both the Coast Guard and the St. Lawrence Seaway Development Corporation as part of the Secretary of Transportation's ONE DOT management strategy for optimizing transportation efficiency and effectiveness. The Coast Guard encourages interested parties to attend the meeting and submit comments for discussion during the meeting. In addition, the Coast Guard seeks written comments from any party who is unable to attend the meeting.

DATES: The meeting will be held on January 28, 1999, from 9 a.m. to 4 p.m.

Comments must reach the Docket Management Facility on or before February 12, 1999. This meeting may close early if all business is finished.

ADDRESSES: The public meeting will be held at the Sheraton Airport Hotel at Cleveland Hopkins, Airport, 5300 Riverside Dr., Cleveland, OH 44135. The telephone number is (800) 362-2244. You may mail your comments to the Docket Management Facility [USCG-1998-4921], U.S. Department of Transportation (DOT), room PL-401, 400 Seventh Street, S.W., Washington, DC 20590-0001, or deliver them to room PL-401 on the Plaza Level of the Nassif Building at the same address, between the hours of 9 a.m. and 5 p.m., Monday through Friday, except for Federal holidays. The telephone number is 202-366-9329

The Docket Management Facility maintains the public docket for this notice. Comments, and documents as indicated in this notice, will become part of this docket and will be available for inspection or copying at room PL-401, on the Plaza Level of the Nassif Building at the same address, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also access this docket on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For questions on this notice, contact John Bennett, Deputy Director, Office of Great Lakes Pilotage, 400 7th Street SW., Suite 5424, Washington, DC 20590, phone (202) 366-8986. For questions on viewing or submitting material to the docket contact Ms. Dorothy Walker,

Chief, Dockets, Department of Transportation, telephone 202-366-9329.

SUPPLEMENTARY INFORMATION:

Requests for Comments

The Coast Guard encourages interested persons to submit written data, views, or arguments concerning this meeting. Persons submitting comments should include their names and addresses, identify this notice [USCG-1998-4921] and give the reason for each comment. Please submit all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing to the Docket Management Facility at the address under **ADDRESSES**. Persons wanting acknowledgement of receipt of comments should enclose stamped, self-addressed postcards or envelopes. The Coast Guard will consider all comments received during the comment period.

Information on Service for Individuals With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact Mr. John Bennett at the address or phone number under **FOR FURTHER INFORMATION CONTACT** as soon as possible.

Background Information

Under the ONE DOT management strategy, two modal administrations of the Department of Transportation, the Coast Guard and the Saint Lawrence

Seaway Development Corporation (SLSDC), are working together to design a safer, more reliable and efficient pilotage system for the Great Lakes.

On September 25, 1996, the Saint Lawrence Seaway Development Corporation (SLSDC) published a notice of proposed rulemaking (NPRM) in the **Federal Register** (61 FR 50258) which proposed to increase Great Lakes pilotage rates. In response to the NPRM and subsequent public meeting, the SLSDC received many comments that were beyond the scope of that rulemaking. Many comments recommended changes to the entire system of pilotage on the Great Lakes. These comments are available for public viewing as part of this docket [USCG-1998-4921] at the address listed under **ADDRESSES**.

The current system of pilotage on the Great Lakes was established by the Great Lakes Pilotage Act of 1960 (46 U.S.C. Chapter 93), and is implemented by regulations in 46 CFR parts 401-404. In the 38 years since the Great Lakes pilotage system was established, the pilotage system has remained virtually unchanged, despite the ever-changing

Great Lakes maritime industry. Many commenters to the NPRM raised questions concerning the current pilotage system's safety, reliability, and efficiency. These commenters, representing all facets of the maritime industry on the Great Lakes, requested a comprehensive review of this issue.

On March 11, 1997, the SLSDC hosted a public meeting in Cleveland, Ohio to provide a forum for the public to discuss with the SLSDC, and with each other, ideas for improving the safety, reliability, and efficiency of the Great Lakes Pilotage System. The meeting was well attended by the maritime industry and many different views were discussed.

On March 5, 1998, the Secretary of Transportation published a final rule in the **Federal Register** (63 FR 10781) that transferred Great Lakes Pilotage functions from the Saint Lawrence Seaway Development Corporation (SLSDC) to the Coast Guard.

The Coast Guard will continue the outreach process that began at the 1997 public meeting in Cleveland, Ohio. To help create an agenda for the meeting, we request that interested parties send items that they would like discussed

during the meeting as soon as possible, preferably by January 14, 1999. Written items can be sent to the address listed under **ADDRESSES**. These items will become part of the public docket available for inspection and copying.

The purpose of the public meeting on January 28, 1999 is to provide a forum for members of the public to discuss options or any other ideas that would contribute to improving the safety, reliability and efficiency of the Great Lakes Pilotage System.

Public Meeting

The meeting will be an informal workshop open to the public. It is intended to bring together people who are knowledgeable about the issues addressed in this notice to assist the Coast Guard and SLSDC in enhancing the safety, reliability and efficiency of Great Lakes Pilotage.

Dated: December 22, 1998.

R.C. North,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 99-126 Filed 1-8-99; 8:45 am]

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