

available for public review in the Federal Aviation Administration, Office of Chief Counsel, Attention: Rules Docket (AGC-200), 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT:

Kevin C. Willis (202-267-8741) Airport Compliance Division, AAS-400, Federal Aviation Administration, 800 Independence Ave. SW., Washington, DC 20591.

SUPPLEMENTARY INFORMATION:

Introduction and Background

Section 149 of the Federal Aviation Administration Authorization Act of 1996, Pub. L. 104-264 (October 9, 1996) (1996 Reauthorization Act), adds a new Section 47134 to Title 49 of the U.S. Code. Section 47134 authorizes the Secretary of Transportation, and through delegation, the FAA Administrator, to exempt a sponsor of a public use airport that has received Federal assistance, from certain Federal requirements in connection with the privatization of the airport by sale or lease to a private party. Specifically, the Administrator may exempt the sponsor from all or part of the requirements to use airport revenues to airport-related purposes, to pay back a portion of Federal grants upon the sale of an airport, and to return airport property deeded by the Federal Government upon transfer of the airport. The Administrator is also authorized to exempt the private purchaser or lessee from the requirement to use all airport revenues for airport-related purposes, to the extent necessary to permit the purchaser or lessee to earn compensation from the operations of the airport.

On September 16, 1997, the Federal Aviation Administration issued a notice of procedures to be used in applications for exemption under Airport Privatization Pilot Program (62 FR 48693). A request for participation in the Pilot Program must be initiated by the filing of either a preliminary or final application for exemption with the FAA.

The Puerto Rico Ports Authority issued its RFP on November 22, 1999, for Rafael Hernandez Airport, Aguadilla, Puerto Rico and has not selected a private operator. The filing date of this preliminary application is December 20, 1999. This is the fourth preliminary application accepted under the pilot program. The Authority may select a private operator, negotiate an agreement and submit a final application to the FAA for exemption.

If FAA accepts the final application for review, the application will be

published in the **Federal Register** for public review and comment for a sixty-day period.

Issued in Washington, DC on February 1, 2000.

Paul L. Galis,

Deputy Associate Administrator for Airports.
[FR Doc. 00-3823 Filed 2-23-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Utah and Wasatch Counties, Utah

AGENCY: Federal Highway Administration (FHWA) DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a second supplement to a final environmental impact statement will be prepared for a proposed highway project in Utah and Wasatch Counties, Utah.

FOR FURTHER INFORMATION CONTACT:

William Gedris, Environmental Coordinator, Federal Highway Administration, 2520 West 4700 South, Suite 9A, Salt Lake City, Utah 84118, Telephone: (801) 963-0078 ext. 243; or Dan Nelson, Utah Department of Transportation, Region 3, 825 North 900 West, Orem, Utah 84057, Telephone: (801) 222-3406.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Utah Department of Transportation (UDOT), will prepare a second supplement to the final environmental impact statement (EIS) with route termini at the existing interchange of Interstate 15 with Utah Route 52 (800 North) in Orem on the west and the intersection of U.S. Highway 189 with U.S. Highway 40 approximately 0.8 km (½ mile) south of Heber City on the east. An 8 km (5 mile) section of the 5/40.2 km (25 mile) route, from the western terminus to Murdock

Diversion in Provo Canyon, has been improved to a four-lane facility. This original project proposed to widen and realign approximately 35.4 km (22 miles) of U.S. Highway 189 between its junctions with Utah Route 52 at Olmstead and U.S. Highway 40 near Heber City in Utah and Wasatch Counties, Utah, including 3.2 km (2 miles) of improved roadway between Olmstead and Murdock Diversion. The original EIS for the improvements (FHWA-UT-EIS-76-02-F) was approved in 1978, and a Supplemental EIS (SEIS) (FHWA-UT-EIS-76-02-FS) was prepared and approved on November 9, 1989. The purpose of the

project is to improve the safety and traffic carrying capacity of the highway by correcting substandard geometrics and other unsafe conditions. The proposed improvements will provide four lanes divided by a median with minimum pavement and clear zone widths.

Under the first SEIS, four project segments were defined. The lower segment of the project from Murdock Diversion to Vivian Park (9.3 km [5.8 miles]) has been completed, and the second segment from Vivian Park to Wildwood (1.9 km [1.2 miles]) is under construction and nearly complete. Preliminary design for the third segment from Wildwood to Deer Creek State Park (5.3 miles) has been completed and an environmental re-evaluation was completed and approved July 15, 1995. The fourth segment from Deer Creek State Park to Herber City (16.4 km [10.2 miles]) remains at the conceptual design level provided in the 1989 SEIS. Since some changes in design and construction, as well as traffic use, may have occurred since the 1989 SEIS, the project will be restudied to insure that the design parameters and environmental considerations are appropriate. The Preferred Alternative developed as a part of the first SEIS and partially modified in the 1995 Wildwood to Deer Creek State Park Re-evaluation will be the focus for this study.

Comments are being solicited from appropriate Federal, State, and local agencies and from private organizations and citizens who have previously expressed or are known to have interest in this proposal. Several public scoping and information meetings and a public hearing will be held during the course of the analysis. Public notice will be given of the time and place of the meetings and hearing. The draft SEIS will be available for public and agency review prior to the public hearing.

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

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

Dated: Issued on: February 17, 2000.

Michael G. Ritchie,

Division Administrator, Salt Lake City, Utah.

[FR Doc. 00-4372 Filed 2-23-00; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33772]

Maryland and Delaware Railroad Company—Acquisition Exemption—Snow Hill Shippers Association, Inc.

Maryland and Delaware Railroad Company, a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire ownership rights in approximately 26.7 miles of rail line from the Snow Hill Shippers Association, Inc. (SHSA) between approximately milepost 39, in Frankford, Sussex County, DE, and approximately milepost 65.7, in Snow Hill, Worcester County, MD (Frankford-Snow Hill Branch).¹

The transaction is expected to be consummated on or soon after February 21, 2000, the effective date of the exemption.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33772, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Kevin M. Sheys, Esq., Oppenheimer Wolff Donnelly & Bayh LLP, 1350 Eye Street, N.W., Suite 200, Washington, DC 20005-3324.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Dated: Decided: February 16, 2000.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 00-4365 Filed 2-23-00; 8:45 am]

BILLING CODE 4915-00-P

TWENTY-FIRST CENTURY WORKFORCE COMMISSION

Notice of public information hearing

AGENCY: Twenty-first Century Workforce Commission.

ACTION: Notice of public information hearing.

SUMMARY: This notice is to announce a public information hearing on Thursday, February 24, 2000. Members of the public are invited to attend the hearing. Several witnesses have been invited by the Commissioners to testify and to address the questions identified by the agenda set forth below.

The purpose of the hearing is for Commissioners to learn how Texas companies, educational institutions, community organizations, and governments are working together so more Texans gain the skills and knowledge necessary to be part of the Information Technology (IT) workforce.

DATES: The Public Information Hearing will be held on Thursday, February 24, 2000, from 9:00 am to approximately 3:00 p.m. Registration is from 9:00 am to 10:00 am. The dates, locations and times for subsequent meetings will be announced in advance in the **Federal Register**.

ADDRESSES: The InfoMart Technology Center in Dallas, Texas is located at Infomart, 1950 Stemmons Freeway. For more information, please visit the Center's website at www.infomartusa.com or call 214-800-8200. All interested parties are invited to attend this Information Hearing. Seating may be limited and will be available on a first-come, first-serve basis.

FOR FURTHER INFORMATION CONTACT: Mr. Hans Meeder, Executive Director, Twenty-First Century Workforce Commission, 1201 New York Avenue, NW, Suite 700, Washington, DC 20005. (Telephone (202) 289-2939. TTY (202) 289-2977) These are not toll-free numbers. Email: Workforce21@nab.com.

SUPPLEMENTARY INFORMATION: Establishment of the Twenty-First Century Workforce Commission was mandated by Subtitle C of Title III of the Workforce Investment Act, Sec. 331 of Pub. L. 105-220, 112 Stat. 1087-109, (29 U.S.C. 2701 note), signed into law on August 7, 1998. The 15 voting member Twenty-First Century Workforce Commission is charged with studying all aspects of the information technology workforce in the United States. Notice is hereby given of the second Public Information Hearing of

the Twenty-First Century Workforce Commission.

The Workforce Investment Act (Pub. L. No. 105-220), signed into law on August 7, 1998, established the Twenty-First Century Workforce Commission. The Commission is charged with carrying out a study of the information technology workforce in the U.S., including the examination of the following issues:

1. What skills are currently required to enter the information technology workforce? What technical skills will be demanded in the near future?

2. How can the United States expand its number of skilled information technology workers?

3. How do information technology education programs in the United States compare with other countries in effectively training information technology workers? [The Commission study should place particular emphasis upon contrasting secondary, non- and post-baccalaureate degree education programs available within the U.S. and foreign countries.]

The Workforce Investment Act directs the Commission to issue recommendations to the President and Congress within six months. The Commission first met on November 16, 1999, and will issue its recommendations by May 16, 2000.

Agenda: At the Dallas, Texas hearing, the Commission working group conducting the hearing will emphasize the following issues: (1) How will information technology advances continue to change Texas' economy in coming years, and what skills will individuals need to participate in the IT workforce? (2) How are Texas companies, educational institutions, community organizations, state and local governments partnering to provide educational and training opportunities for individuals who want to enter the IT workforce? (3) What particular barriers face Texas in building and strengthening the IT workforce, and how are under-represented populations being reached for participation in the IT workforce?

Commission Membership: The Workforce Investment Act mandates that 15 voting members be appointed by the President, Majority Leader of the Senate, and Speaker of the House (5 members each), including 3 educators, 3 state and local government representatives, 8 business representatives and 1 labor representative. The Act also mandates that the President appoint 2 ex-officio members, one each from the Departments of Labor and Education.

¹ SHSA is a non-profit, non-stock Maryland membership corporation comprised of on-line shippers who own the Frankford-Snow Hill Branch.