

initiate a limited testing program to begin to explore the interference potential of UWB to GPS. Working with the National Telecommunications and Information Administration, the Federal Aviation Administration, the Interdepartment Radio Advisory Committee, RTCA, Inc., and others, a test plan was devised to develop data in a technically sound and controlled manner. The Department contracted with Stanford University to perform the tests. In addition, because of the potential for wide public and industry interest in this matter, the Department distributed the test plan broadly and formally solicited comment on the plan through a notice in the **Federal Register**, 65 FR 38874 (June 22, 2000). Only one party submitted comments in response to this notice—Time Domain Corporation (TDC).

TDC criticized the test plan and concluded that it would not produce valid data about the potential for interference from UWB signals. DOT appreciates the TDC comments. Although DOT disagrees with TDC's assessment of the efficacy of the test plan, it is clear that additional clarification of certain points in the plan description and an explanation of the rationale for the plan's basic approach are warranted. DOT remains confident that the test plan is methodologically sound and will develop data that will help support a determination about whether and to what extent UWB emissions will interfere with GPS applications.

DOT's complete response will be sent to TDC, and to other interested parties upon request. DOT will provide all data and analyses available from the test program to the FCC by October 30, 2000, the filing date for test results in FCC ET Docket No. OST-98-153. The test program will be incomplete at that time and further results will continue to be developed into the first quarter of 2001.

Dated: October 19, 2000.

Joseph Canny,

Deputy Assistant Secretary for Navigation Systems Policy.

[FR Doc. 00-27645 Filed 10-26-00; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Hillsborough and Rockingham Counties, NH

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) is being prepared for a proposed highway project in Hillsborough and Rockingham Counties, New Hampshire. A Notice of Intent for the project was previously published on February 21, 1992. Subsequently the project was put on hold pending development of a Statewide Transportation Model.

FOR FURTHER INFORMATION CONTACT: Mr. William F. O'Donnell, P.E., Environmental Program Manager, Federal Highway Administration, 279 Pleasant Street, Suite 204, Concord, New Hampshire, 03301-7502, Telephone: (603) 228-0417, or Mr. William R. Hauser, Administrator, Bureau of Environment, New Hampshire Department of Transportation, P.O. Box 483, John O. Morton Building, Concord, New Hampshire 03302-0483, Telephone: (603) 271-3226.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New Hampshire Department of Transportation (NHDOT), is in the process of preparing an environmental impact statement (EIS) for a proposal for construction on a section of an existing highway facility (I-93 extending from the Massachusetts/New Hampshire State Line in Salem to just south of Exit 6 in Manchester) that serves as a major transportation link for the State of New Hampshire.

The proposed action would relieve traffic congestion, reduce travel time, improve safety and accommodate projected increases in traffic demand.

Alternatives to be considered include (1) taking no action; (2) upgrading the existing route (approximately 18 miles in length) to add capacity; (3) constructing high occupancy vehicle lanes, as well as other Transportation Demand Management (TDM) measures such as carpool parking lots; (4) constructing mass transportation facilities in or adjacent to the existing corridor; and (5) combinations of these alternatives. Various designs of grade, alignment, geometry and access will be evaluated. An Advisory Task Force has been established with representation from the regional planning agencies, state and local officials, business and industry and local citizens.

Letters describing the proposed action and soliciting comments were previously sent to appropriate federal, state and local agencies, and to private organizations and citizens who have interest in this proposal. Public informational, community and Advisory

Task Force meetings have been held in study area and will continue as the project progresses, in order to include public input in the project development process. A public hearing will be held following distribution of the Draft Environmental Impact Statement (DEIS). Public notice will be given regarding the time and location of this hearing. The DEIS will be available for review and comment by the public and interested agencies prior to the public hearing.

Because this project has been on hold for a substantial period of time, a second formal scoping meeting will be held at 4:00 pm. on December 6, 2000, the 3rd floor Auditorium of the University of NH-Manchester Campus, 3000 Commercial Street in Manchester, New Hampshire. The purpose of this meeting is to (1) reaffirm the limits of the project study area; (2) refine the study framework and the impacts to be analyzed; and (3) redefine a reasonable range of alternatives to be considered.

Agencies participating as cooperating agencies are the U.S. Army Corps of Engineers (ACOE), the U.S. Environmental Protection Agency (EPA), the New Hampshire State Historic Preservation Office (SHPO) and the New Hampshire Wetlands Bureau.

To ensure 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 or questions concerning this proposal and the EIS should be directed to the FHWA or the NHDOT 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.)

Issued on: October 20, 2000.

Kathleen O. Laffey,

Division Administrator, Concord, New Hampshire.

[FR Doc. 00-27669 Filed 10-26-00; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Rutland County, VT

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an

environmental impact statement is no longer being prepared for a previously proposed highway project [FEGC 419–3(44)] in Rutland County, Vermont.

FOR FURTHER INFORMATION CONTACT: Kenneth R. Sikora, Jr., FHWA Environmental Program Manager, P.O. Box 568, Montpelier, Vermont 05601, telephone: (802) 828–4423; or David J. Scott, P.E., Director of Project Development, Vermont Agency of Transportation, National Life Building, Drawer 33, Montpelier, Vermont 05633–5001, telephone: (802) 828–2663.

SUPPLEMENTARY INFORMATION: A Notice of Intent to prepare an Environmental Impact Statement for a bypass or upgrade of U.S. Routes 4 and 7 in Rutland, Vermont, was published by FHWA in the March 22, 1993 **Federal Register**. A Notice of Availability for the Draft Environmental Impact Statement (DEIS) for the proposed project was issued in the December 19, 1997 **Federal Register**. The DEIS was circulated with the comment period ending on March 6, 1998.

Because of the many environmental issues associated with the preferred alternative, the Vermont Legislature terminated the environmental impact study for the project in Section 1(c)(2) of Act 156 of the 1999–2000 Legislative Session. Accordingly, FHWA has determined that a Final Environmental Impact Statement will not be prepared. (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.)

Issued on October 19, 2000.

Kenneth R. Sikora, Jr.,
Environmental Program Manager, Montpelier,
Vermont.

[FR Doc. 00–27603 Filed 10–26–00; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33949]

Albany & Eastern Railroad Company— Acquisition and Operation Exemption—Union Pacific Railroad Company

Albany & Eastern Railroad Company (AERC), a Class III carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire by lease from Union Pacific Railroad Company (UP) and operate the Mill City Branch

extending from milepost 689.64, at Page, and milepost 725.71, at Mill City, a distance of 48.57 miles in Marion and Linn Counties, OR (line).¹ AERC will replace the Willamette Valley Railway Company (WVRY) as the lessee and operator of the line.²

The transaction is expected to be consummated on or after October 20, 2000.

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

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33949, 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 Fritz R. Kahn, Esq., Fritz R. Kahn, P.C., 1920 N Street, N.W., 8th Floor, Washington, DC 20036.

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

Decided: October 19, 2000.

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

Vernon A. Williams,
Secretary.

[FR Doc. 00–27561 Filed 10–26–00; 8:45 am]

BILLING CODE 4915–00–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33947]

Wisconsin Great Northern Railroad, Inc.—Operation Exemption—State of Wisconsin and Washburn County Transit Commission

Wisconsin Great Northern Railroad, Inc. (WGNR), a noncarrier, has filed a verified notice of exemption (notice) under 49 CFR 1150.31 to operate a 19.48-mile rail line (line) in Washburn County, WI, owned by the State of Wisconsin and the Washburn County

¹ The line serves the intermediate stations of Lebanon, Crabtree, and Lyons, OR. The verified notice indicates that a milepost equation near Tallman, OR, 684.87=697.37, makes the line 12.50 miles longer than would appear from the terminal mileposts.

² WVRY was authorized to lease and operate the line pursuant to *Willamette Valley Railway Company—Acquisition, Lease and Operation Exemption—Southern Pacific Transportation Company*, Finance Docket No. 32249 (ICC served Mar. 5, 1993).

Transit Commission. The line extends between milepost 80.8, at or near Spooner, and milepost 96.0, at a point of connection with Wisconsin Central, Ltd (WC), at Hayward Junction, including approximately .8 miles of incidental trackage rights over WC's line between milepost 95.2 and milepost 96.0.¹

The transaction is expected to be consummated no earlier than the October 20, 2000 effective date of the exemption.

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

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33947, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on Thomas F. McFarland, Jr., Esq., McFarland & Herman, 20 North Wacker Drive, Suite 1330, Chicago, IL 60606–2902.

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

Decided: October 19, 2000.

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

Vernon A. Williams,
Secretary.

[FR Doc. 00–27560 Filed 10–26–00; 8:45 am]

BILLING CODE 4915–00–P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Office of the General Counsel; Appointment of Members of the Legal Division to the Performance Review Board

Under the authority granted to me as Chief Counsel of the Internal Revenue Service by the General Counsel of the Department of the Treasury by General Counsel Order No. 21 (Rev. 4), pursuant to the Civil Service Reform Act, I have appointed the following persons to the

¹ The line is a continuous rail line consisting of two segments: (1) Between milepost 80.8, at or near Spooner, and milepost 87.6, at or near Trego, a distance of 6.8 miles; and (2) between milepost 83.32, at or near Trego, and milepost 96.0, at Hayward Junction, a distance of 12.68 miles. WGNR currently provides rail passenger service over the line.