

Dated: September 28, 1999.

Susan M. Daniels,

*Deputy Commissioner for Disability and
Income Security Programs.*

**Notice of Computer Matching Program,
Social Security Administration (SSA)
With the Internal Revenue Service
(IRS)**

A. Participating Agencies

SSA and IRS.

B. Purpose of the Matching Program

The purpose of this matching program is to establish the conditions, safeguards and procedures under which the Office of Governmental Liaison and Disclosure, IRS agrees to disclose taxpayer address information to SSA. SSA will use the match results to locate certain recipients of Social Security benefits under title II of the Social Security Act (Act) and of supplemental security income (SSI) benefits under title XVI of the Act, in order to aid in the collection or compromise of Federal claims against these individuals, in accordance with applicable Federal statutes.

**C. Authority for Conducting the
Matching Program**

Section 6103(m)(2) of the Internal Revenue Code and sections 3711, 3717 and 3718 of Title 31 of the United States Code.

**D. Categories of Records and
Individuals Covered by the Match**

IRS will provide SSA with electronic files from the Privacy Act System of Records: Individual Master File, Treasury/IRS 24.030, maintained at the Martinsburg Computing Center, Martinsburg, WV. This system contains approximately 20 million records of taxpayers who have filed U.S. Individual Income Tax Returns. Each record on the IRS file will be matched with SSA's Master Beneficiary Record, (SSA/OSR 09-60-0090) and the Supplemental Security Income Record, (SSA/OSR 09-60-0103), for the purpose of locating certain recipients of Social Security benefits under title II of the Act and of SSI benefits under title XVI of the Act, to aid in the collecting or compromising of Federal claims against the individuals, under applicable statutes.

E. Inclusive Dates of the Match

The matching program shall become effective upon signing of the agreement by both parties to the agreement and approval of the agreement by the Data Integrity Boards of the respective agencies, but no sooner than 40 days after notice of this matching program is

sent to Congress and OMB, or 30 days after publication of this notice in the **Federal Register**, whichever date is later. The matching program will continue for 18 months from the effective date and may be extended for an additional 12 months thereafter, if certain conditions are met.

[FR Doc. 99-26675 Filed 10-12-99; 8:45 am]

BILLING CODE 4190-29-P

TENNESSEE VALLEY AUTHORITY

**Lower Cumberland and Tennessee
Rivers, Kentucky Lock Addition, Final
Environmental Impact Statement,
Department of the Army, United States
Army Corps of Engineers**

AGENCY: Tennessee Valley Authority.

ACTION: Adoption of final environmental impact statement and issuance of Record of Decision.

SUMMARY: In accordance with the Council on Environmental Quality's regulations (40 CFR parts 1500 to 1508) and the Tennessee Valley Authority's (TVA) procedures for implementing the National Environmental Policy Act (NEPA), TVA has decided to adopt the Final Environmental Impact Statement (FEIS) issued by the United States Army Corps of Engineers (USACE) in June 1992 and filed with the Environmental Protection Agency on September 9, 1992. The FEIS, entitled "Lower Cumberland and Tennessee Rivers, Kentucky Lock Addition, Final Feasibility Study, Volume 1 Main Report and Environmental Impact Statement," addresses the construction and operation by the USACE of a new navigation lock at Kentucky Dam on the Tennessee River at River Mile 22.4. TVA was a cooperating agency in the preparation of the FEIS because it has responsibility for Kentucky Dam, including preserving the integrity of the dam and its appurtenant lock structures. TVA has independently reviewed the FEIS and finds that the statement adequately addresses the comments and suggestions made by TVA in its role as a cooperating agency. Further, TVA has decided to adopt USACE's preferred alternative, Alternative Plan A, identified in the FEIS.

Alternative Plan A proposes the construction of a new 110-foot wide by 1200-foot long navigation lock chamber and related features at the existing Kentucky Lock and Dam to improve the capacity and efficiency of the Kentucky-Barkley navigation system. Even though some components of this plan are subject to modification that would require subsequent NEPA reviews tiered

from the 1992 FEIS, TVA has decided to adopt the basic plan under Alternative A for the construction of a new navigation lock and to facilitate construction of those unmodified project components evaluated in the FEIS.

FOR FURTHER INFORMATION CONTACT:

Linda B. Oxendine, Senior NEPA Specialist, Environmental Management, Tennessee Valley Authority, 400 West Summit Hill Drive, Mailstop WT 8C, Knoxville, Tennessee 37902-1499, telephone (423) 632-3440 or e-mail lboxendine@tva.gov. Copies of the final EIS may be obtained by writing to Tom Swor, US Army Corps of Engineers, Nashville District, PO Box 1070, Nashville, Tennessee 37202-1070, or by calling (615) 736-5831.

SUPPLEMENTARY INFORMATION: The Kentucky Lock and Dam Project, completed in 1944, is located in Marshall and Livingston counties in western Kentucky at Tennessee River Mile 22.4. The project is part of the Kentucky-Barkley navigation system. This system is comprised of the Barkley Canal, Kentucky Lock and the lower Tennessee River, Barkley Lock and the lower Cumberland River, and a short section of the Ohio River between the mouths of the Cumberland and Tennessee rivers. The Kentucky-Barkley navigation system is a vital link within the much larger Inland Waterway System.

Navigation traffic transiting the Kentucky-Barkley system often encounters significant delays at Kentucky Lock due to its relatively small chamber dimensions (110-foot wide by 600-foot long) and the high traffic levels. The lock has the highest average delay times in the Ohio River navigation system. Delays to barge tows at Kentucky Lock often exceed 12 hours, while the average delay time is in excess of five hours. Projected traffic demand at Kentucky Lock is expected to more than double over the 50 year planning horizon, reaching an estimated 83 million tons by 2050.

In response to requests from congressional committees and the navigation industry, the USACE and cooperating agencies undertook a comprehensive study to analyze solutions that would improve the capacity and efficiency of the Kentucky-Barkley navigation system. The study evaluated an array of alternatives which included providing additional capacity at Kentucky Dam by extending the existing lock or adding a new lock, modification of some or all of the ten bendways on the lower Cumberland River, three canal schemes to connect

the lower Cumberland and Tennessee River below Kentucky and Barkley dams, and traffic management giving priority to downbound tows at Barkley Lock and upbound tows at Kentucky Lock. The results of the study was the 1992 Final Feasibility Report and EIS which contained the recommendation to construct a new 110-foot wide by 1200-foot long lock at Kentucky Dam.

On May 10, 1991, TVA and the USACE signed a Memorandum of Agreement defining the responsibilities of the agencies for implementing the Kentucky Lock Project. As specified in the agreement, USACE has responsibility to implement the Kentucky Lock Project, including all design and construction activities. TVA has responsibility to approve the final lock design and the modifications and/or relocations of several existing Kentucky Lock and Dam project features.

As identified in the FEIS, features of the recommended plan include: Construction of a 110-foot wide by 1200-foot long lock chamber immediately landward of the existing Kentucky Lock, relocation of the Paducah-Louisville Railroad onto a new bridge over the Tennessee River 0.3 miles downstream of Kentucky Dam, elevation of a portion of US Highway 62/641 crossing the dam, construction of highway access and bridge to the electrical switchyard, elevation of electrical transmission lines to provide safe clearance over the new lock, provision of a new lock operations building, and construction of other building and facilities to replace existing ones including Taylor campground, maintenance base for Kentucky Dam reservation, public safety service office facilities and firing range, visitor and fishermen access facilities along the left bank, and upgrading the boat launching ramps on the left bank below the dam. Although some of the project components in the 1992 FEIS are subject to modification during the design and engineering phase, many project features will remain as they were described in the FEIS. The basic concept of the recommended project plan and those unmodified project components are covered by this Record of Decision (ROD).

Those project components subject to modification that are not covered by this ROD will be addressed in subsequent NEPA documents, tiered from the 1992 FEIS, that assess the environmental consequences that could result from the modifications. At present, those project components include revised locations for the US Highway 62/641 bridge; relocation of transmission structures; a

bike/pedestrian bridge over the locks and walkway across the dam; and possible revisions to lock approach facilities, mooring cells, and a variety of visitor facilities.

Alternatives Considered

In the 1992 FEIS, three alternative lock construction plans were analyzed in addition to the No Action Alternative. Under the No Action Alternative, normal operation and maintenance of the Kentucky-Barkley navigation system would continue through the 50-year planning period. Measures to rehabilitate, or replace in-kind, existing structures would be undertaken as needed to ensure navigability. In addition, certain nonstructural measures such as modification of hydropower discharges at Barkley Lock and Dam and use of helper boats would be used to increase system traffic capacity. Adoption of the No Action Alternative would result in continued and growing lines of traffic in sensitive near-shore areas which support diverse mussel populations, some of which are federally listed threatened or endangered species.

The three alternative lock construction plans included the recommended 110-foot by 1200-foot lock (Alternative Plan A), a 110-foot by 800-foot lock (Alternative Plan B), and a 110-foot by 600-foot lock (Alternative Plan C). Under each plan, the existing 110-foot by 600-foot lock at Barkley would continue to operate as an auxiliary lock. All three plans would reduce lockage delays at Kentucky Dam; however, Alternative Plan A would reduce delays to a significantly greater degree than either alternative Plan B or Plan C. Each lock plan was found to be economically feasible and provide significant net benefits; although, Plan A resulted in greater net benefits and, therefore, was the National Economic Development (NED) plan. The environmentally preferred alternative is the one that fully meets the project objectives and needs while having the least adverse impacts upon ecological, cultural, and aesthetic resources. Because the three plans have essentially the same environmental impacts, no one alternative emerges as being the environmentally preferred alternative.

Basis for Decision

Like the USACE, TVA has decided to adopt Alternative Plan A because it would maximize net economic benefits, was the NED plan, would significantly reduce delay times, and is preferred by the navigation industry. Environmental consequences of the selected plan are essentially the same as those of

alternative Plans B and C; however, compared to B and C, Alternative Plan A would significantly reduce delay times and avoid traffic congestion in sensitive near-shore areas. Alternative Plan A would include environmental design and best management practices to protect and improve significant aquatic and terrestrial resources. In spite of the fact that some project components are being revised and will require subsequent NEPA reviews, TVA has decided to adopt the concept and basic components of Alternative Plan A. Adoption of Alternative Plan A at this time will facilitate detailed planning for the project and permit timely action on components already addressed in the 1992 FEIS.

Environmental Consequences and Mitigation

During preparation of the 1992 FEIS, the potential impacts to aquatic resources and recreation fishing emerged as the primary environmental considerations. Populations of approximately 35 species of freshwater mussels, perhaps including as many as four federally-listed endangered mussel species, are known to live in the Tennessee River downstream from Kentucky Dam. To protect this resource, the state of Kentucky has designated the Kentucky Dam tailwater between the dam at River Mile 22.4 and downstream to Cooper Creek at River Mile 17.8 as a mussel sanctuary. Twenty-three of these mussel species have been found in areas that would be directly affected by the project. Where project activities could result in the destruction of substantial mussel resources (e.g., dewatered areas, areas to be dredged, and bridge piers), mussels will be removed and relocated to other suitable habitats within the tailwater sanctuary.

The Kentucky Dam tailwater is the most heavily fished river reach in the state of Kentucky. The fishery is a significant natural, recreational, and economic resource. The project will minimize impacts to the fishery resource and to those anglers who use it. During project construction, inconvenience to the fishing public will be minimized, and safety zones will be established around construction areas to preclude injury to the public. Loss of a boat launching facility on the right bank will be mitigated by major upgrades to the boat ramp on the left bank. When the project is completed, bank fishermen access on both banks will be improved.

In addition to the above measures, other mitigation measures are defined in the USACE's 1992 Feasibility Report (pages 77 and 78). Those measures will

be implemented, as defined in the Feasibility Report or adjusted to accommodate modifications to project components, to mitigate the unavoidable environmental impacts of construction. Further, as stated in the USACE's ROD:

Compliance with applicable environmental review and consultation requirements has been accomplished through the Corps feasibility study processes. The FEIS document consideration of and compliance with the Fish and Wildlife Coordination Act, Clean Water Act, Clean Air Act, Comprehensive Environmental Resources Compensation and Liability Act, Resource Conservation and Recovery Act, Toxic Substance Act, Endangered Species Act, Floodplain Management (Executive Order 11988), Protection of Wetlands (Executive Order 11990), Intergovernmental Review of Federal Programs (Executive Order 12372), National Environmental Policy Act (NEPA), and National Historic Preservation Act. All practicable means to avoid or minimize environmental harm from the selected alternative have been adopted.

Dated: September 30, 1999.

Kathryn J. Jackson,

Executive Vice President.

[FR Doc. 99-26694 Filed 10-12-99; 8:45 am]

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Resolution 010i
Intended effective date: 31 October 1999.

Docket Number: OST-99-6273

Date Filed: September 28, 1999

Parties: Members of the International Air Transport Association

Subject:

PTC12 USA-EUR 0088 dated 28

September 1999

Mail Vote 035—Resolution 010g

Special Passenger Amending

Resolution from Romania

Intended effective date: 1 April 1999.

Docket Number: OST-99-6286

Date Filed: September 30, 1999

Parties: Members of the International Air Transport Association

Subject:

PTC23 EUR-SWP 0035 dated 28

September 1999

PTC23 EUR-SWP 0036 dated 28

September 1999

Expedited Europe-South West Pacific Resolutions r1-r18

Intended effective date: 15 November 1999.

Dorothy W. Walker,

Federal Register Liaison.

[FR Doc. 99-26706 Filed 10-12-99; 8:45 am]

BILLING CODE 4910-62-P

amended certificate of public convenience and necessity authorizing Delta to engage in foreign air transportation of persons, property and mail on the U.S.-Mexico routes identified in Exhibit A, and to integrate this certificate authority with all of Delta's existing certificate and exemption authority.

Docket Number: OST-99-6276.

Date Filed: September 28, 1999.

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: October 26, 1999.

Description: Application of Alaska Airlines, Inc. pursuant to 49 U.S.C. Section 41102 and Subpart Q, requests an amendment to its certificate of public convenience and necessity for Route 559 (U.S.-Mexico) permitting it to engage in the scheduled foreign air transportation of persons, property and mail on the following additional route segments: (i) Seattle-San Jose del Cabo/Puerto Vallarta/Mazatlan; (ii) Los Angeles-La Paz/Zihuatanejo/Manzanillo; (iii) Phoenix-Puerto Vallarta/San Jose del Cabo; and (iv) San Jose-Puerto Vallarta/San Jose del Cabo.

Docket Number: OST-99-6279.

Date Filed: September 29, 1999.

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: October 27, 1999.

Description: Application of United Parcel Service, Co. pursuant to 49 U.S.C. Section 41108 and Subpart Q, applies for a certificate of public convenience and necessity to authorize it to engage in the scheduled air transportation of property and mail between any point or points in the United States via intermediate points to a point or points in Italy and to points beyond with full traffic rights between all points on the route. UPS requests route integration authority enabling it to integrate services on the above-described route with services provided on other routes or under the various certificate and exemption authorities held by UPS.

Docket Number: OST-99-6280.

Date Filed: September 29, 1999.

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: October 27, 1999.

Description: Application of Aviones de Renta de Quintana Roo, S.A. de C.V. d/b/a Avioquintana pursuant to 49 U.S.C. Section 41301 *et seq.* and Subpart Q, applies for a foreign air carrier permit to engage in charter foreign air transportation of persons, property and mail using small aircraft between any point or points in Mexico and any point or points in the United States, and in other charter trips in foreign air transportation, subject to

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Aviation Proceedings, Agreements Filed During the Week Ending October 1, 1999

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. Sections 412 and 414. Answers may be filed within 21 days of date of filing.

Docket Number: OST-99-6267

Date Filed: September 27, 1999

Parties: Members of the International Air Transport Association

Subject:

PTC23 EUR-JK 0046 dated 24

September 1999 and

PTC23 EUR-JK 0047 dated 24

September 1999

Expedited Europe-Japan/Korea

Passenger Resolutions

Intended effective dates: 1 November 1999 and 1 January 2000.

Docket Number: OST-99-6272

Date Filed: September 28, 1999

Parties: Members of the International Air Transport Association

Subject:

PTC12 NMS-ME 0094 dated 28

September 1999

Mail Vote 034—TC12 Mid Atlantic-Middle East

Special Passenger Amending

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q during the Week Ending October 1, 1999

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 *et seq.*). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: OST-99-6275.

Date Filed: September 28, 1999.

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: October 26, 1999.

Description: Application of Delta Air Lines, Inc. pursuant to 49 U.S.C. Sections 41102, 41108, Part 201 and Subpart Q, applies for a new or