

overall support and coordination to the training function. Coordinate travel, training and conference attendance for office staff.

**D. Add:**

The Center for Employee and Leadership Development (S7GK).

1. Manages SSA's national career and leadership development programs from the highest executive levels of SSA managers (SES) to programs for non-management employees.

2. Has Agency-wide responsibility for national training curriculum to provide general skills training, including related developmental activities for non-supervisory personnel.

3. Directs, designs, develops, implements, conducts and evaluates all SSA supervisory, managerial and executive-level training for SSA's newly promoted and seasoned managers.

4. Conducts ongoing research to identify the best approaches to training in the areas of management, general, and systems-support training and in the area of career development programs. Administers contractor support.

5. Provides office automation support and consultant services for all of OT, Deputy Commissioner's office and training classrooms.

6. Directs, designs, develops and implements training to support Agency-wide computer software acquisitions, and administrative initiatives.

**E. Add:**

Center for Curricula Development and Delivery (S7GL).

1. Manages the conversion and provision of training materials in various delivery media; ensures accessibility of all training materials for employees with disabilities.

2. Directs the design, development, implementation and evaluation of disability related programmatic/technical training to meet the needs of SSA direct-service employees and components Agency-wide and the Disability Determination Services, including entry-level training. This includes support for all Agency-wide Accelerated Electronic Disability initiatives.

3. Directs the design, development, implementation and evaluation of Title II Retirement, Survivors and Auxiliary and Medicare related programmatic/technical training to meet the needs of SSA direct-service employees and components Agency-wide, including entry-level training, advanced training programs, and programmatic systems training.

4. Directs the design, development, implementation and evaluation of Title XVI Supplemental Security Income related programmatic/technical training

to meet the needs of SSA direct-service employees and components Agency-wide, including entry-level training programs, advanced training programs, and programmatic systems training.

5. Develops guidelines and procedures to determine technical/programmatic training needs in all areas of responsibility, and reviews technical training programs Agency-wide.

6. Responsible for streamlining procedures for printing and delivery of training course materials via E-print.

7. Initiates independent studies and analyses to anticipate and identify new or changing programmatic or other training approaches in a dynamic organizational environment, and designs, develops and implements programs geared to new training delivery technologies and approaches.

**F. Add:**

The Center for Training Technology (S7GM).

1. Directs, designs, develops and manages SSA's Interactive Video Teletraining System for SSA employees and State DDSs.

2. Conducts ongoing research and evaluation to identify automated technologies and training delivery methods (e.g., Interactive Video Teletraining, internet and intranet, training to the desktop, etc.) and instructional methodologies for application to training throughout SSA.

3. Monitors and evaluates Agency training and developmental activities to ensure desired results and effects through the Training Evaluation System.

4. Manages the evaluation and implementation of new technologies and training methods such as the use of distance learning and training to the desktop.

5. Manages special training initiatives such as the SSA Online University, knowledge management, E-learning initiatives and training administration.

6. Administers contractor support.

7. Manages office automation training efforts to provide basic LAN user training, electronic course information training for client server technology. Manages OT's training web site that includes a wide range of topics and materials.

## Subchapter T

### The Office of the Strategic Officer

Add the SAC Code "TJ" to the subchapter heading, the Mission, Organization, and Functions as follows:

#### Subchapter TJ

### The Office of the Strategic Officer

Section TJ.00 *The Office of the Chief Strategic Officer—(Mission):*

Section TJ.10 *The Office of the Chief Strategic Officer—(Organization):*

Section TJ.20 *The Office of the Chief Strategic Officer—(Functions):*

Delete from E, The Office of Workforce Analysis, the third sentence from the end of the paragraph that reads: "It develops, analyzes and interprets workforce-forecasting data and projects future workforce needs, including the types of skills and positions required."

Dated: November 26, 2003.

**Jo Anne B. Barnhart,**

*Commissioner of Social Security.*

[FR Doc. 03-30546 Filed 12-9-03; 8:45 am]

**BILLING CODE 4191-02-P**

## DEPARTMENT OF STATE

### Public Notice 4529; Overseas Schools Advisory Council; Notice of Meeting

The Overseas Schools Advisory Council, Department of State, will hold its Executive Committee Meeting on Thursday, January 22, 2004, at 9:30 a.m. in Conference Room 1105, Department of State Building, 2201 C Street, NW., Washington, DC. The meeting is open to the public.

The Overseas Schools Advisory Council works closely with the U.S. business community in improving those American-sponsored schools overseas, which are assisted by the Department of State and which are attended by dependents of U.S. Government families and children of employees of U.S. corporations and foundations abroad.

This meeting will deal with issues related to the work and the support provided by the Overseas Schools Advisory Council to the American-sponsored overseas schools. The agenda includes a review of the recent activities of American-sponsored overseas schools and the overseas schools regional associations, a presentation on the status of education in the United States and its impact on American-sponsored overseas schools, and selection of projects for the 2004 program.

Members of the general public may attend the meeting and join in the discussion, subject to the instructions of the Chair. Admittance of public members will be limited to the seating available. Access to the State Department is controlled, and individual building passes are required for all attendees. Persons who plan to attend should so advise the office of Dr. Keith D. Miller, Department of State, Office of Overseas Schools, Room H328, SA-1, Washington, DC 20522-0132, telephone 202-261-8200, prior to

January 12, 2003. Each visitor will be asked to provide a date of birth and Social Security number at the time of registration and attendance and must carry a valid photo ID to the meeting. All attendees must use the C Street entrance to the building.

Dated: December 4, 2003.

**Keith D. Miller,**

*Executive Secretary, Overseas Schools  
Advisory Council, Department of State.*

[FR Doc. 03-30617 Filed 12-9-03; 8:45 am]

BILLING CODE 4710-24-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34429]

#### The New York City Economic Development Corporation—Petition for Declaratory Order

**AGENCY:** Surface Transportation Board.

**ACTION:** Institution of declaratory order proceeding; request for comments.

**SUMMARY:** The Surface Transportation Board is instituting a declaratory order proceeding and requesting comments on the petition of the New York City Economic Development Corporation (NYCEDC), acting on behalf of the City of New York, NY (City), for an order confirming that: (1) Pursuant to 49 U.S.C. 10906, the construction project described in the petition is construction of spur or switching track that does not require Board approval; and (2) under 49 U.S.C. 10501(b)(2) and 10901, Federal law preempts the State of New York and the City from requiring permits or other prior approval with respect to the construction proposed here.

**DATES:** Any interested person may file with the Board written comments concerning NYCEDC's petition by January 9, 2004. Replies will be due on January 29, 2004.

**ADDRESSES:** Send an original and 10 copies of any comments referring to STB Finance Docket No. 34429 to: Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, send one copy of any comments to petitioner's representative: Charles A. Spitulnik, McLeod, Watkinson & Miller, One Massachusetts Avenue, NW., Suite 800, Washington, DC 20001.

#### FOR FURTHER INFORMATION CONTACT:

Joseph H. Dettmar, (202) 565-1600. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at: (800) 877-8339.

**SUPPLEMENTARY INFORMATION:** By petition filed on October 29, 2003, NYCEDC asks the Board to institute a declaratory order proceeding to confirm that: (1) The construction project described in the petition involves the construction of spur or switching track that does not require the Board's approval; and (2) Federal law preempts all otherwise applicable State and local laws with respect to this project.

NYCEDC states that the proposed construction project consists of the addition of a spur and/or switching track to, and the rehabilitation of, the end of the Travis Branch of the Staten Island Railroad (SIRR).<sup>1</sup> According to NYCEDC, this construction project is one part of a plan, called the Staten Island Railroad Reactivation Project, for reactivation of the operations of the former SIRR. On October 22, 2003, the Port Authority of New York and New Jersey (Port Authority) filed a petition for a declaratory order with respect to the proposed construction of a connector between the SIRR and the Chemical Coast Secondary Line. The Board issued a notice instituting a declaratory order proceeding and requesting comments on the Port Authority's petition. *Port Authority of New York and New Jersey—Petition for Declaratory Order*, STB Finance Docket No. 34428 (STB served Nov. 18, 2003). NYCEDC and the Port Authority are in the process of completing major upgrades to the SIRR to enable freight rail movements between Staten Island and the Howland Hook Container Terminal there, on the one hand, and freight rail lines in New Jersey, on the other.

According to petitioner, the segment of the SIRR on which the new track will be built is owned by the City and is managed by NYCEDC pursuant to a contract with the City. NYCEDC claims that the new track is required for the efficient pick up of trains from, and delivery to, a City Department of Sanitation facility (DSNY facility) being constructed on City-owned property at the Fresh Kills landfill site on Staten Island. NYCEDC states that the total length of the right-of-way for the new track will be approximately 6,744 feet, and that the track layout has been designed to minimize interference with the access roads from Victory Boulevard

to the Visy Paper and Arthur Kill Power properties. The project will also entail replacing existing timber trestle bridges and timber and bituminous grade crossings, constructing a new Wye connection and potential retaining walls, replacing and repairing tracks at Arlington Yard, repairing and painting the Arthur Kill Lift Bridge, and constructing, replacing, and repairing bridges and bridge underpinnings.

NYCEDC indicates that rail service to and from the DSNY facility will be in unit trains approximately 4,700 feet long and will require that the trains be broken into sections. Petitioner maintains that the disassembly of empty railcar sections in an arriving unit train, and the assembly of full railcar sections into a unit train, will occur in two areas of the right-of-way that have a double-tracked rail layout. These sections are: (1) South of the Visy Paper entrance road and extending across Victory Boulevard and the Consolidated Edison property to the box culvert rail bridge; and (2) at the northern end of the Arthur Kill Power property.

The Board does not exercise licensing authority "over construction, acquisition, operation, abandonment, or discontinuance of spur, industrial, team, switching, or side tracks." 49 U.S.C. 10906. The determination of whether a particular track segment is a "railroad line" requiring Board authorization under 49 U.S.C. 10901(a), or an exempt spur, industrial, team, switching, or side track, turns on the intended use of the track segment. *Nicholson v. I.C.C.*, 711 F.2d 364, 368 (D.C. Cir. 1983), *cert. denied*, 464 U.S. 1056 (1984). According to NYCEDC, the intended use of the new track is for switching and for pick up and delivery to and from the DSNY facility. NYCEDC further claims that the new track is switching track according to the factors considered in *CNW—Aban. Exemp.—In McHenry County, IL*, 3 I.C.C.2d 366 (1987), *rev'd on other grounds sub nom. Illinois Commerce Com'n v. ICC*, 879 F.2d 917 (D.C. Cir. 1989), because the track is not long, will serve only one shipper,<sup>2</sup> is stub-ended, and will not invade the territory of another railroad or expand the involved market.

Petitioner argues that this case is materially different from *Effingham Railroad Company—Petition for Declaratory Order—Construction at Effingham, IL*, STB Docket No. 41986 (STB served Sept. 12, 1997) (*Effingham*), in which the Board found that construction of a "stub-ended track that

<sup>1</sup> Petitioner indicates that the Board will soon receive a notice of a modified certificate of public convenience and necessity pursuant to 49 CFR 1150.21-.24, advising of the designation of CSX Transportation, Inc. and Norfolk Southern Railway Company as the modified certificate operators of certain lines of the SIRR that had been abandoned and then acquired by the City of New York and the State of New Jersey.

<sup>2</sup> Petitioner states that there is a possibility that another shipper, Visy Paper, may build a lead into its plant from the new track.