

with paragraph (a), and the flight check required by paragraph (b) is conducted after the aircraft is returned to service. After the aircraft is returned to service, the standard airworthiness certificate is effective, and there is no need for an experimental airworthiness certificate to be issued for the operational flight check.

Issued in Washington, DC, on November 15, 1999.

Frank P. Paskiewicz,

Manager, Production and Airworthiness Certification Division, AIR-200.

[FR Doc. 99-30267 Filed 11-18-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA-98-4370]

Transportation Equity Act for the 21st Century (TEA-21); Implementation of the Transportation and Community and System Preservation Pilot Program

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice; request for applications for Fiscal Year (FY) 2001 Transportation and Community and System Preservation grants; request for FY 2001 TCSP research proposals; request for comments on program implementation and research needs.

SUMMARY: This document provides guidance on section 1221 of the Transportation Equity Act for the 21st Century (TEA-21), which established the Transportation and Community and System Preservation Pilot (TCSP) Program. The TCSP provides funding for grants and research to investigate and address the relationship between transportation and community and system preservation. The States, local governments, metropolitan planning organizations (MPOs), tribal governments, and other local and regional public agencies are eligible for discretionary grants to plan and implement transportation strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. FY 2001 is the third year of the TCSP program.

The FHWA seeks requests for FY 2001 TCSP grants, recommendations for FY 2001 TCSP research, and public comments from all interested parties regarding implementation of the TCSP program and research related to the program in FY 2001 and beyond.

DATES: Applications for FY 2001 grants should be received in the appropriate FHWA Division Office by January 31, 2000. Recommendations for FY 2001 TCSP research activities also should be received in the FHWA's Office of Planning and Environment by January 31, 2000. Comments on program implementation, research needs, and priorities should be received by the DOT Docket Clerk on or before January 31, 2000.

ADDRESSES: Grant requests should be submitted to the FHWA's Division Office in the State of the applicant. Division addresses and telephone numbers are provided in an attachment to this notice. Research recommendations should be submitted to the Office of Human Environment, Planning and Environment, Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590.

Your signed, written comments on program implementation should refer to the docket number appearing at the top of this notice and you should submit the comments to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments should include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Ms. Susan B. Petty, Office of Human Environment, Planning and Environment, (HEPH), (202) 366-0106; or Mr. S. Reid Alsop, Office of the Chief Counsel, (HCC-31), (202) 366-1371, Federal Highway Administration, 400 Seventh Street SW., Washington D.C. 20590. Office hours are from 8:00 a.m. to 5:00 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

All comments received by the U.S. DOT Dockets, Room PL-401, are available through the Docket Management System internet web site at: <http://dms.dot.gov>.

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's

Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of the Federal Register's home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>. Information is also available on the FHWA Web page at: <http://www.fhwa.dot.gov/programs.html> or the TCSP web site at: <http://tcsp-fhwa.volpe.dot.gov/>.

Background

Section 1221 of the TEA-21 (Public Law 105-178, 112 Stat. 107 (1998)) established the TCSP. The Department of Transportation's Strategic Plan (1997-2003) includes a series of goals related to safety, mobility and access, economic growth and trade, enhancement of communities and the natural environment, and national security. The TCSP pilot program furthers each of these goals and provides funding for grants and research to investigate and address the relationship between transportation and community and system preservation. By funding innovative activities at the neighborhood, local, metropolitan, regional, and State levels, the program is intended to increase the knowledge of the costs and benefits of different approaches to integrating transportation investments, community preservation, land development patterns, and environmental protection. It will enable communities to investigate and address important relationships among these many factors.

The TCSP program offers the States, local governments, MPOs, tribal governments, and other public agencies the opportunity to develop, implement and evaluate current preservation practices and activities that support these practices, as well as to develop new and innovative approaches to meet the purposes of the TCSP grant program (see Section II). Funding for the TCSP was authorized at \$25 million per year for FY's 2000 through 2003 by TEA-21. The Administration's FY 2000 budget proposed increased funding for TCSP to \$50 million as part of the President's Livability Initiative. Under the Department of Transportation and Related Appropriations Act, FY 2000, (Public Law 106-69, 113 Stat. 986 (1999)), the Congress authorized \$25 million for 39 special projects and provided an additional \$10 million to the TCSP to fund FY 2000 applications. The FHWA received 292 grant proposals for FY 2000 which are being reviewed. FY 2000 awards are planned to be made in December 1999.

This notice includes three sections: Section I—TCSP Program Information;

Section II—Requests for FY 2001 TCSP Grants; and Section III—Recommendations for FY 2001 TCSP Research.

Section I: TCSP Program Information

Introduction

The TCSP provides funding for grants and research to investigate and address the relationship between transportation and community and system preservation. States, local governments, tribal governments, and MPOs are eligible for discretionary grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. Through the TCSP, States, local governments, and MPOs implement and evaluate current preservation practices and activities that support these practices, as well as develop new and innovative approaches. FY 2001 is the third year of the TCSP program.

The TCSP supports the Administration's high priority goals to encourage the development of livable communities. Within the context of livable communities, reduction of greenhouse gas emissions in the transportation sector is one focus for the TCSP.

Purposes

Section 1221 of TEA-21 identifies five purposes for TCSP projects. The purposes are broad and include transportation efficiency, environment, access to jobs, services, and centers of trade, efficient use of existing infrastructure, and land development patterns. A key element of TCSP is exploring the link between transportation and land development patterns. The FHWA is looking for innovative approaches to test and evaluate the effectiveness of integrating land use planning and transportation planning to meet the purposes of TCSP.

Innovation

The TCSP is a small pilot program developing and testing new strategies for use by State and local agencies nationwide in their ongoing transportation programs. Funding in TCSP is not intended to implement community preservation practices nationwide, but to plan, implement, and

test new approaches meeting the TCSP program goals. As a pilot program, the TCSP provides the opportunity for agencies to support and encourage non-traditional approaches, and for communities to exchange experiences on new transportation and community preservation strategies.

Evaluation and Results

Evaluation, a key component of the TCSP, requires projects to identify the expected results of the project activities, and apply objective measures to and measure their outcomes and results. This is critical to the success of the pilot program. Only through evaluation, with descriptions of expectations and documentation of results, will other communities be able to learn from the projects and apply the lessons learned. Clearly, stating the project's objectives and activities and anticipated results are important for successful proposals, as are demonstration of how results will be measured, and how evaluation information will be made available to a national audience (e.g., through reports, web-sites, new models, etc.). In addition, successful proposals should include a schedule of the project's major milestones for undertaking completing the project, and conducting project evaluation.

Partnerships

The TCSP encourages public and private participation in proposed projects. In addition, TCSP encourages including non-traditional partners on the project team. The type and scope of the project will determine the best mix of partners and whether these should include members of the general public, as well as environmental, community, business, and other groups. The roles and functions of the partners should also be explained.

FY 2000 TCSP Program

In response to the May 10, 1999, **Federal Register** notice (64 FR 25098–25114) requesting applications for TCSP funding, the FHWA received 292 applications from 48 States and the District of Columbia for \$151 million. A complete list of the applicants is available on the TCSP web site: <http://tcsp-fhwa.volpe.dot.gov/>. Under the FY 2000 DOT Appropriations Act, Congress authorized \$25 million for 39 special projects and provided an additional \$10 million to the TCSP. The FHWA received 292 grant proposals for FY 2000. These proposals are being reviewed and awards are planned to be made in December 1999.

TCSP Resource Working Group

The DOT established the TCSP in cooperation with other Federal agencies, State, regional, and local governments. The FHWA is administering the program and established a working group to assist with program direction. Representatives from the Federal Transit Administration (FTA), the Federal Railroad Administration (FRA), the Research and Special Programs Administration/Volpe Center (RSPA), the Office of the Secretary of Transportation (OST), the Environmental Protection Agency (EPA), and the Department of Housing and Urban Development (HUD) are essential partners in this effort.

Summary of Comments to the Docket

The May 10, 1999, **Federal Register** notice requested comments on the TCSP program implementation in FY 2000 and beyond. The complete docket may be viewed at the locations provided under the captions **ADDRESSES** and **Electronic Access** in the preamble. The following organizations submitted comments to the docket (FHWA–98–4370): a combined letter on behalf of the Idaho, Montana, North Dakota and Wyoming State Transportation Departments and a letter from the State of California Department of Transportation. The most significant comments are summarized below.

1. Define the role of State and local agencies in the application process.

Comment: Several States recommend that regional and local government applicants pass applications through the appropriate State DOT or MPO for endorsement and approval to ensure that the proposals meet the needs identified in existing plans and to reduce the possibility of duplication.

Response: The FHWA continues to emphasize the importance of project applicants coordinating with the appropriate State DOT or MPO. Such coordination is indicative of well planned project proposals and project partnerships. Applicants are encouraged to coordinate and form partnerships with their State DOT and MPO. Applications to date have shown such coordination.

2. The TCSP program and funding applicants should be consistent with and respect the State and MPO planning processes rather than attempting to redesign the existing processes.

Comment: The TCSP proposals should be consistent with and supported by statewide and metropolitan planning processes. The commenters expressed concern that the TCSP pilot could circumvent the

existing planning processes and proposed that the FHWA should require all applicants to include written confirmation or endorsement from the applicable State or MPO.

Response: The FHWA's commitment to the transportation planning process is established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (Public Law 102-240, 105 Stat. 1914 (1991)) and the TEA-21. As elaborated under Section II below, the TCSP is committed to enhancing the existing planning processes—not to weakening them.

Section II: Request for FY 2001 TCSP Grants

Introduction

The grants funded under the TCSP program will develop, implement, and evaluate transportation strategies supporting transportation and community and system preservation practices which incorporate beneficial short-and long-term environmental, economic, and social equity effects to help build livable communities.

Application Process

Applicants are to submit a 15-page application using the format identified under Attachment I to this notice. The FHWA and a multi-agency technical review panel will review the applications before making recommendations to the Federal Highway Administrator and the USDOT Secretary for final approval.

Funds Availability

Applicants should recognize that the TCSP has limited funding with a high application volume and should develop their budgets accordingly. In FY 1999, several applicants received less funding than requested which caused them to reevaluate and redefine their project's scope. The FHWA sees this as a reality based on the program applicants' funding requests as related to the funds available.

It is appropriate for applicants to request TCSP support for a smaller innovative portion of a larger project which can be funded under other transportation funding. This may also help increase the local matching share committed to the project, a factor in project selection. In addition, leveraging other Federal funds (e.g., EPA, HUD, or other highway and transit funding) as part of a larger project will also demonstrate local commitment to the project.

Grants may be spent over a period of up to two years, but no commitment can be made for subsequent years of grant

awards. Thus, phased projects should stand alone and be capable of being implemented and producing results in each phase.

Eligible Recipients

State agencies, MPOs, tribal governments, and units of local governments recognized by a State are eligible recipients of TCSP grant funds. This includes towns, cities, public transit agencies, air resources boards, school boards, and park districts, but not neighborhood groups or developers. While non-governmental organizations are not eligible to receive TCSP funds under section 1221 of TEA-21, these organizations are encouraged to form partnerships with an eligible recipient as the project sponsor.

States or MPOs may be both a project sponsor and endorse other activities proposed and submitted by a local government within its boundary. A State or MPO may consider packaging related activities for submittal as one larger grant request in coordination with the respective project applicants.

Grant Program Purposes

Activities funded under TCSP should address and integrate each of the purposes of the program listed below. Priority will be given to those proposals which most clearly and comprehensively meet and integrate the purposes and are most likely to produce successful results. How well proposed projects achieve each of these purposes will be a principal criterion in selecting proposals for funding. Applicants should develop proposals that specifically address these purposes. Grant proposals should address how proposed activities will meet and integrate all of the following:

1. Improve the Efficiency of the Transportation System

Proposals for TCSP activities should identify, develop, and evaluate new strategies and measures of transportation efficiency that are based on maximizing the use of existing community infrastructure, such as, highways, railroads, transit systems and the built environment. Proposals should address the transportation system as a whole rather than focusing on one mode of transportation. This may include for example, improving the integration of various modes of travel, such as, highway, transit, pedestrian, bicycling, and rail or improving the efficiency of port, rail and highway connections for freight and jobs. Performance measures should include a focus on movement of people and goods and access rather than movement of automobiles, and on

services provided rather than vehicle miles traveled.

2. Reduce the Impacts of Transportation on the Environment

Proposals for TCSP activities should explore the long-term direct and indirect social, economic, and environmental impacts of transportation investments on the natural and built environment. Consideration of environmental factors should not be limited to air quality but should also address, if appropriate, ecosystems, habitat fragmentation, water quality, as well as community and cultural issues such as disadvantaged populations and environmental justice. Performance measures should relate the results of TCSP activities to the larger community, regional environment, and the transportation system.

3. Reduce the Need for Costly Future Public Infrastructure

Proposals for TCSP activities should describe how they will reduce the need for costly future public infrastructure investment or create tools and techniques to measure these savings over the life cycle of the activities. Performance measures should include projected life cycle savings obtained through avoiding future investments or maintenance.

4. Ensure Efficient Access to Jobs, Services and Centers of Trade

Proposals for TCSP activities should clearly demonstrate how they improve efficient, affordable access to jobs, services, and centers of trade and address benefits for disadvantaged populations. This could also include the use of new technologies that increase access for people and businesses while reducing the need to travel. Performance measures should include improved access to jobs and services, and improved freight movements.

5. Encourage Private Sector Development Patterns

Proposals for TCSP activities should identify and test effective strategies to encourage private sector investments that result in land development patterns that help meet the goals of this pilot program. Effectively linking land use and transportation is a key feature of TCSP. Performance measures should demonstrate and permit monitoring of changes in development patterns and private sector investment trends or opportunities resulting from TCSP-related activities.

Grant Priorities

In addition to meeting the purposes of the TCSP as discussed above, grant applications are evaluated on the following factors:

1. A Demonstrated Commitment of Non-Federal Resources

Although matching funds are not required, priority will be given to projects which leverage non-Federal funds and take advantage of in-kind contributions, such as, maintenance agreements, land donations, and volunteer time. The contribution of local funds and resources for a project demonstrates local commitment to a project and indicates the likelihood that it will be fully implemented. In addition to non-Federal funds, applicants are encouraged to pursue other Federal resources to support Livability Initiatives such as Transportation Enhancement, Congestion Management and Air Quality funds, as well as HUD, EPA, DOI, and other programs. A description of the President's Livability Initiative can be found on the White House Web site:

<http://www.livablecommunities.gov/>.

2. An Evaluation Component

The plan to evaluate the project's objectives and outcomes is a key element of the grant proposal. The evaluation plan should include goals, expected outcomes, measures, evaluation methodologies, major evaluation milestones and deliverables for the project. See the discussion on Evaluation in this section.

3. An Equitable Distribution of Grants With Respect to a Diversity of Populations

The FHWA will ensure the equitable geographic and demographic distribution of funds. Applicants should identify and describe who will be served by the project.

4. Demonstrated Commitment to Public and Private Involvement Including the Participation of Non-Traditional Partners in the Project Team

Such partners might include public utility operators, social services agencies, community groups, environmental organizations, non-profit organizations, public health agencies, private land development organizations, and real estate investors. The TCSP also envisions non-traditional partners as active players on the project team who help develop the project's assumptions and scenarios. In the proposal, applicants should describe the roles and commitments of all their partners.

Applicant Category

The TCSP was intended to support localities which have already begun preservation practices and to encourage those areas just starting these practices. The legislation referred to the types of grants being requested as implementation grants and planning grants respectively. To clarify these terms, the following definitions will be used: (a) those just beginning to start community preservation practices—initial stage, or (b) those who have already initiated transportation related community preservation programs and policies—advanced stage. The latter category includes those who have coordinated with State and locally adopted preservation and development plans; integrated transportation and community and system preservation practices; promoted investments in transportation infrastructure and transportation activities that minimize adverse environmental impacts and lower total life cycle costs; or encouraged private sector investments and innovative strategies that address the purposes of the TCSP program.

Eligible Activities

Activities eligible for TCSP funding include activities eligible for Federal highway and transit funding (title 23, U.S.C., or chapter 53 of title 49, U.S.C.) or other activities determined by the Secretary to be appropriate. This allows a broad range of transportation activities to be funded. Grants will be awarded for new and innovative transportation activities meeting the purposes of the TCSP program, but remain unfunded under the current Federal-aid program.

Strategic Priorities

Grants will be awarded for activities which meet the purposes of the program described above and are innovative and can be replicated by others. The goal of the TCSP is to develop a broad range of strategies for urban, suburban, and rural communities which help promote liveable communities through transportation investments and operations. The legislative language that created TCSP is general and provides States, MPOs, tribal governments, and local agencies flexibility to create innovative approaches to address the goals. As the program evolves, the FHWA will use individual project evaluations conducted by grantees, the results of research, and overall program evaluation to determine the strategic priorities for TCSP. Therefore, rather than setting specific strategic priorities, the FHWA is providing information about previously funded projects with

suggestions to prospective applicants of FHWA's interest areas. The FHWA continues to seek additional strategies that are innovative and can be replicated by others.

Applicants should highlight innovative and unique aspects of their proposals, and how the results of their proposal will further the purposes of the TCSP. Applicants also should not seek to duplicate previously funded activities unless there is a significant change in the scope, application, or results of the strategy.

The FHWA is also interested in proposals which measure the results and broad impacts on communities of current preservation practices including urban growth boundaries, infill development, and land use changes. Other areas that may be considered include integrating community health and safety goals with transportation to promote livable communities; planning or implementing regional and local strategies to mitigate greenhouse gas emissions; using technology and communications that provide people and businesses with improved access to goods and services to promote livable communities; and enhancing intermodal and freight access to promote economic growth and access to jobs in communities.

The FHWA is particularly interested in supporting projects that are ready to begin and have plans to collect and document results that can be shared with others quickly and successfully. The proposal should highlight when the proposal would be initiated and when results are expected.

Evaluation

Every proposal funded under the grant program should include a description of the applicant's plans for monitoring, evaluating, and analyzing the project and provide the results of the analysis to the FHWA. This information is necessary to provide an opportunity for the DOT, States, MPOs, and local governments to learn more about the practical implications of integrating land development, transportation, and environmental decisionmaking—what works and what doesn't and why for each project. The grant request may include funding for travel for one representative to attend two national workshops to present the plans, status, and results of the project.

The measures used to evaluate project results should be based on the goals and objectives of the project. In addition to individual project evaluations, an overall program evaluation will be conducted by the FHWA under the

research component of the program described in Section III of this notice.

Developing measures to determine the results of the projects is difficult and there is no general consensus on operative measures. A resource guide on program evaluation for TCSP projects and other related information, including references and case studies, are available on the FHWA Web page (<http://tcsp-fhwa.volpe.dot.gov>). Methods to measure and evaluate current and future performance may include, for example:

1. Quantitative assessments, such as, measurement of changes in traffic flow and mode choice (e.g., increased pedestrian and bicycle traffic), environmental impacts and reduced number of trips;
2. Analytic procedures which forecast the current and future impacts of projects, such as, travel demand, land development, or economic forecasting; or
3. Qualitative assessment, such as, interviews, surveys, changes in local ordinances, or other anecdotal evidence.

Relationship of the TCSP to the Transportation Planning Process

The TCSP will complement, strengthen, and enhance the Statewide and MPO planning process created by the ISTEA, and refined by the TEA-21. This process promotes the ongoing, cooperative, and active involvement of the public, transportation providers, public interest groups, and State, metropolitan, and local government agencies in the development of statewide and metropolitan transportation plans and improvement programs (23 CFR part 450).

Applicants should clearly demonstrate their coordination with State and local planning agencies and the project's consistency with appropriate statewide and metropolitan transportation planning processes. To accomplish this, TCSP applicants should coordinate with the appropriate State DOT or MPO to ensure their

project is consistent with and doesn't circumvent the planning processes. In addition, the FHWA will post the list of FY 2001 applicants and project proposals on its Web site as soon the information can be compiled.

The DOT fully supports this planning process, which has brought diverse constituencies and government agencies together, and views the TCSP activities as a logical step in the continuing improvement of transportation planning at the State and regional level. The TCSP can help broaden the scope and impact of the planning process to better integrate land development planning, environmental goals and objectives, economic development, social equity considerations, and other private sector activities. The integration of interest groups, investors, and developers through partnering with government applicants is a goal of the program. The TCSP activities also consider incorporation of much longer planning horizons and consider the impacts on future generations.

Activities funded by this program may be used to test or implement new, innovative planning methods and programs that significantly enhance the existing statewide and MPO transportation planning processes. The TCSP funds are intended to leverage new transportation and community preservation initiatives rather than to fund the ongoing planning activities of States and MPOs. In addition, activities should encourage and improve public involvement in the overall planning process, as well as in the individual project.

Construction projects funded by the TCSP will ultimately be included in an approved State or MPO Transportation Improvement Program (TIP). The TCSP funds should not be requested for projects that have already been scheduled for funding and are in the current State or MPO TIP. Highway and transit projects which either use Federal funds or require Federal approvals and

are in air quality non-attainment or maintenance areas should be included in an air quality conformity analysis required as part of the transportation planning process. Because TCSP projects may target improved air quality as part of their broader goals, documentation of the beneficial air quality impacts of the project is important.

Non-construction activities funded by the TCSP, such as the development of regional plans and policies, project evaluations, and land development code changes, may not need to appear in a statewide or MPO TIP, but should still have the support or endorsement of the State or MPO. Planning activities funded by TCSP should be reflected in the metropolitan area's Unified Planning Work Program. Non-construction activities may result in changes to existing State and MPO plans and, therefore, need coordination with other jurisdictions within a metropolitan region or State.

Schedule and Administrative Processes

There are several options for the administration of grants under TCSP. The FHWA has a financial management system with the State Departments of Transportation and anticipates that most TCSP grants will be channeled through this established process. However, if another process such as a cooperative agreement or grant through another eligible agency (e.g., a public transit agency) is preferred, the applicant can work with the appropriate FHWA Division Office to develop a different funding mechanism.

Applicants must submit four (4) printed copies of their application and a diskette with the application file to the appropriate FHWA Division office by January 31, 2000. Questions about the grant program should be directed to the FHWA's Division Office in the State in which the applicant is located (Attachment II). The time line for FY 2001 TCSP activities follows:

TCSP FY 2001 TIME LINE

TCSP milestones	FY 2001
Grant applications due to FHWA Division Offices	January 31, 2000.
Research project recommendations due to FHWA	January 31, 2000.
Research projects identified	March 2000.
Grant projects awarded	October 2000.

Section III: Recommendations for FY 2001 TCSP Research

Introduction

The TCSP includes a comprehensive research program to investigate the

relationships between transportation, community preservation, and the environment, and to investigate the role of the private sector in shaping such relationships. The research program also

includes monitoring, evaluation, and analysis of projects carried out under the grant program.

Program Evaluation and Outreach

Program and project evaluation is an important part of the TCSP. To meet the purposes of the pilot program and develop strategies and methodologies for use by localities, measurable results and a means to disseminate this information are needed. In addition to the evaluation of each project conducted by the grantee, the FHWA will conduct an overall program evaluation combining the results of the grants and the research program to help set the strategic direction and future priorities for the TCSP. An important measure for the success of TCSP is the extent to which the results and best practices from the pilot program are used effectively by government agencies, the private sector, and others.

Under the research component of TCSP, the FHWA will establish outreach, technical assistance, and other means to share and implement the results elsewhere. Current outreach plans include **Federal Register** notices, grant workshops, the FHWA web site information, and participation in other conferences and meetings.

Research Program

The goal of the research program is to build a knowledge base of work in this field to enable State, regional and local government agencies, the private sector, and neighborhood groups, through transportation activities, to shape livable communities which meet current and long-term environmental, social equity, and economic goals. With coordination and input from its partners and stakeholders, the FHWA will identify and initiate needed research to support the purposes of the TCSP. The research program is integral to the TCSP and will support and complement the activities conducted through planning and implementation grants. Likewise, applied research activities that may be a part of a grant activity could benefit the research program.

The FHWA anticipates that most of the TCSP funds will be allocated for grants and that limited funding will be available for the FHWA to undertake research. In addition to FHWA conducted research under the TCSP, the FHWA is soliciting research recommendations for FY 2001 which may be conducted through cooperative agreements with organizations, contract support, or through State, local, and MPO grants. The FHWA is soliciting comments on the research needs to support the TCSP and will initiate research to meet the identified needs.

The FHWA requests research recommendations addressing the following areas:

1. Evaluate Results of Current Community Preservation Practices

Information is needed on the specific outcomes of current statewide, regional, and local community preservation practices, such as, green corridors, smart growth, urban growth boundaries, higher density development, and land use controls to improve transportation efficiency. Research should include both costs and benefits of these initiatives and performance measures.

2. Develop Needed Tools and Methodologies to Support Decision Makers

Transportation-related tools and analytical techniques will be enhanced to help support the State and local decision makers in taking a longer term view and balancing economic, social equity, and environmental goals.

The following information must be included in each abstract for research recommendations or statements of need. The recommendations for initial consideration should be brief, no more than two pages. Follow the outline below and use 12 point type.

1. Title
2. Agency/ or Organization
Key Contacts
Address
Phone/Fax/E-mail
3. Abstract: This should be a brief paragraph describing the research needed, the expected results, and include justification of need and purpose.
4. Methodologies to be used
5. Estimated Costs
6. Potential Resources (expertise and financial)

Selected activities will be requested to develop more detailed proposals explanations.

Attachment I—FY 2001 TCSP Grant Application Format

Project Submission

Four (4) printed copies of the application and a diskette with the application file are due into the FHWA Division office in the applicant's State by COB Monday, January 31, 2000.

The application should be no more than 15 pages in length following the format below. Each application must stand on its own. Do not submit letters of support or additional supporting materials—except maps.

Cover Sheet with Abstract (1 page)

I. Project Information

Project Title And Location:

Agency:
Key Contact:
Address:
Phone/Fax/E-mail:
Amount Requested: \$ _____
Matching Funds/Services value: \$ _____.

Abstract

This should be a very brief paragraph describing the project and the expected results. Describe the scale of activity such as rural, urban, statewide, etc. and provide information on the types of populations affected by the project (*i.e.*, size of population, commuter, disadvantaged, minority, etc.).

Sample Abstract

Evaluate the existing buildings, transportation infrastructure, and utilities and the development of a schematic campus master plan with capital costs, an implementation schedule, and funding strategies. Tool Town will make more efficient use of existing transportation network and other infrastructure and reuse land and the built environment, both of which will curb additional regional sprawl. The effort will also create jobs that can be filled by Dayton residents; support the long-term viability of tooling and machining in our region; help tooling and machining industry compete globally; and retain these secure, high-paying jobs in the United States.

II. Project Description

Narrative: Briefly describe the project, the geographic scale of the proposed activity (system, region, corridor, etc.), its expected results in the short- and longer-term (20–40 years), and the applicant's expectations or vision for the ultimate impact of the activity.

III. Purpose and Criteria

Objectives: Further describe the project and its objectives. Relate how it furthers and integrates each of the following purposes of the TCSP program:

1. Improve the efficiency of the transportation system;
2. Reduce the impacts of transportation on the environment;
3. Reduce the need for costly future investments in public infrastructure;
4. Ensure efficient access to jobs, services, and centers of trade; and
5. Examine development patterns and identify strategies to encourage private sector development patterns which achieve the goals of the TCSP.

IV. Applicant Category

Applicants should identify if their agency: (a) Is just beginning community

preservation practices—initial stage, or (b) has implemented community preservation practices—advanced stage. Applicants in the later category should provide brief information on established community preservation practices within their community or jurisdiction.

V. Coordination

Indicate how the appropriate MPO or State Department of Transportation coordination has been undertaken. Identify how the project activities are consistent with the State or MPO planning processes.

VI. Partners

List, and briefly describe if necessary, the agencies, organizations, and companies participating in the activities or on the project team. Describe the role and functions of the non-traditional partners participating on the project team. Describe plans for involvement or education of the private and public sector.

VII. Schedule

Provide a schedule to complete the major steps or milestones in the project. Include dates of major milestones for project activities, the evaluation, and when written reports of the project activities will be submitted.

VIII. Budget and Resources

Include a list all funding, both Federal and non-Federal, and in-kind resources

for the project. Priority is given to proposals that demonstrate a commitment of non-Federal resources. Proposals should clearly describe use of in-kind and direct funding contributions and distinguish contributions that are made directly for the proposed projects from those made for other related activities.

The budget should include a list of the major costs by category for the project. This could include, for example, personnel costs, travel, services, project evaluation including any contract services, etc. The budget should also show how the TCSP funds and other matching funds are used for these activities. The budget may include the costs for travel for one representative of the project team to participate and present the status and results of the project at two national conferences.

IX. Project Evaluation Plan

The FHWA has developed guidance on preparing evaluation plans for TCSP. This will assist applicants prepare and summarize their preliminary plans to evaluate the activity, including goals and objectives and evaluation methodologies, including means of monitoring, indicators and measures of performance, and plans for reporting results. Within the limits of space allowed for the proposal, applicants should provide initial ideas on

evaluation approaches, which can be expanded and formalized in more complete evaluation plans after awards are made. Copies of this guidance and other related materials on evaluation can be found on the FHWA TCSP website (<http://www.fhwa.dot.gov/program.html>) or from the FHWA's Division office in the applicant's State (see Attachment II):

Submission Format

Because the FHWA will make copies of the grant proposals for the review process, all requests should be in a similar format:

General Information:

Page Size: 8½" x 11" (including maps).

12 point font, single sided.

Clip the top left corner—no binding or staples.

Maps should be reproducible in black and white.

Include on each page of your submission the project title and page number.

File format for additional electronic submission:

Electronic Format: WordPerfect version 6/7/8 or Word version 97 or earlier on a 3½ inch floppy disk labeled with the project title and name.

No watermarks, embedded text, or graphics.

ATTACHMENT II.—FHWA DIVISION OFFICES

State	FHWA address, phone number
Alabama	500 Eastern Boulevard, Suite 200, Montgomery, AL 36117–2018, 334–223–7370.
Alaska	P.O. Box 21648, Juneau, AK 99802–1648, 907–586–7180.
Arizona	234 N. Central Avenue, Suite 330, Phoenix, AZ 85004, 602–379–3916.
Arkansas	Federal Office Building, 700 West Capitol Avenue, Room 3130, Little Rock, AR 72201–3298, 501–324–5625.
California	980 9th Street, Suite 400, Sacramento, CA 95814–2724, 916–498–5015.
Colorado	555 Zang Street, Room 250, Lakewood, CO 80228–1097, 303–969–6730, Ext. 371.
Connecticut	628–2 Hebron Avenue, Suite 303, Glastonbury, CT 06033–5007, 860–659–6703, Ext. 3008.
Delaware	300 South New Street, Room 2101, Dover, DE 19904–6726, 302–734–3819.
DC	555 Union Center Plaza, 820 First Street, N.E., Suite 750, Washington, DC 20002, 202–523–0163.
Florida	227 North Bronough Street, Room 2015, Tallahassee, FL 32301, 850–942–9586.
Georgia	61 Forsyth St., SW, 17th Floor, Suite 17T100, Atlanta, GA 30303–3104, 404–562–3630.
Hawaii	300 Ala Moana Boulevard, Suite 3202, Box 50206, Honolulu, HI 96850, 808–541–2531.
Idaho	3050 Lakeharbor Lane, Suite 126, Boise 83703, 208–334–9180, Ext. 119.
Illinois	3250 Executive Park Drive, Springfield, IL 62703–4514, 217–492–4641.
Indiana	Federal Office Building, Room 254, 575 North Pennsylvania Street, Indianapolis, IN 46204–1576, 317–226–7475.
Iowa	105 6th Street, P.O. Box 627, Ames, IA 50010–6337, 515–233–7302.
Kansas	3300 South Topeka Blvd., Suite 1, Topeka, KS 66611–2237, 785–267–7281.
Kentucky	John C. Watts Federal Building and U.S. Courthouse, 330 West Broadway Street, P.O. Box 536, Frankfort, KY 40602, 502–223–6723.
Louisiana	Federal Building, Room 255, 750 Florida St., Room 255, P.O. Box 3929, Baton Rouge, LA 70801, 225–389–0245.
Maine	Edmund S. Muskie Federal Building, 40 Western Avenue, Room 614, Augusta, ME 04330, 207–622–8487, Ext. 20.
Maryland	The Rotunda, Suite 220, 711 West 40th Street, Baltimore 21211–2187, 410–962–4342, Ext. 124.
Massachusetts	Transportation Systems Center, 55 Broadway, 10th Floor, Cambridge 02142, 617–494–3657.
Michigan	Federal Building, Room 207, 315 West Allegan Street, Lansing, MI 48933, 517–377–1844.
Minnesota	Galtier Plaza, Box 75, 175 East Fifth Street, Suite 500, St. Paul, MN 55101–2904, 651–291–6105.
Mississippi	666 North Street, Suite 105, Jackson 39202–3199, 601–965–4223.
Missouri	209 Adams Street, Jefferson City 65101, 573–636–7104.
Montana	2880 Skyway Drive, Helena, MT 59602, 406–449–5303, Ext. 236.
Nebraska	Federal Building, Room 220, 100 Centennial Mall North, Lincoln, NE 68508–3851, 402–437–5521.
Nevada	705 North Plaza Street, Suite 220, Carson City, NV 89701–0602, 775–687–5321.

ATTACHMENT II.—FHWA DIVISION OFFICES—Continued

State	FHWA address, phone number
New Hampshire	279 Pleasant Street, Room 204, Concord, NH 03301-2509, 603-225-1606.
New Jersey	840 Bear Tavern Road, Suite 310, West Trenton, NJ 08628-1019, 609-637-4200.
New Mexico	604 W. San Mateo Road, Santa Fe, NM 87505, 505-820-2022.
New York	Leo W. O'Brien Federal Building, Clinton Avenue & North Pearl Street, 9th Floor, Albany, NY 12207, 518-431-4131.
North Carolina	310 New Bern Avenue, Suite 410, Raleigh, NC 27601, 919-856-4347.
North Dakota	1471 Interstate Loop, Bismark, ND 58501-0567, 701-250-4347.
Ohio	200 North High Street, Room 328, Columbus, OH 43215, 614-280-6896.
Oklahoma	300 N. Meridian, Suite 105 S, Oklahoma City, OK 73107-6560, 405-605-6174.
Oregon	The Equitable Center, Suite 100, 530 Center St., N.E., Salem, OR 97301, 503-399-5749.
Pennsylvania	228 Walnut Street, Room 558, Harrisburg 17101-1720, 717-221-4585.
Puerto Rico	Federico Degetau Federal Building and U.S. Courthouse, Carlos Chardon St., Rm 329, San Juan, PR 00918-1755, 787-766-5600, Ext. 230.
Rhode Island	380 Westminster Mall, Fifth Floor, Providence, RI 02903, 401-528-4560.
South Carolina	Strom Thurmond Federal Building, 1835 Assembly Street, Suite 758, Columbia, SC 29201, 803-765-5282.
South Dakota	The Sibley Building, 116 East Dakota Avenue, Pierre, SD 57501-3110, 605-224-7326, Ext. 3043.
Tennessee	249 Cumberland Bend Drive, Nashville, TN 37228, 615-736-5394.
Texas	Federal Office Building, Room 826, 300 East Eighth Street, Austin, TX 78701, 512-916-5511.
Utah	2520 W. 4700 South, Suite 9A, Salt Lake City, UT 84118, 801-963-0182.
Vermont	Federal Building, 87 State St., P.O. Box 568, Montpelier 05601, 802-828-4433.
Virginia	The Dale Building, Suite 205, 1504 Santa Rosa Road, Richmond 23229, 804-281-5103.
Washington	Suite 501, Evergreen Plaza, 711 South Capitol Way, Olympia, WA 98501, 360-753-9554.
West Virginia	Geary Plaza, Suite 200, 700 Washington Street. E, Charleston, WV 25301-1604, 304-347-5929.
Wisconsin	Highpoint Office Park, 567 D'Onofrio Drive, Madison, WI 53719-2814, 608-829-7506.
Wyoming	1916 Evans Avenue, Cheyenne, WY 82001-3764, 307-772-2004, Ext. 41.

FHWA/FTA METROPOLITAN OFFICES

Office	Address, facsimile number, phone number
New York	6 World Trade Center, Room 320, New York, NY 10048, FAX: 212-466-1939, 212-668-2201. 26 Federal Plaza, Suite 2940, New York, NY 10278-0194, FAX 212-264-8973, 212-668-2170.
Philadelphia	1760 Market St., Suite 510, Philadelphia, Pa 19103, 215-656-7070, FAX: 215-656-7260, 215-656-7111.
Chicago	200 West Adams, Room 2410, Chicago, IL 60606, 312-886-1616, FAX 312-886-0351, 312-886-1604.
Los Angeles	201 N. Figueroa Street, Suite 1460, Los Angeles, CA 90012; 213-202-3950; FAX: 213-202-3961.

Authority: 23 U.S.C. 315; sec. 1221, Pub. L. 105-178, 112 Stat. 107, 221 (1998); 49 CFR 1.48.

Issued on: November 10, 1999.

Kenneth R. Wykle,

Federal Highway Administrator.

[FR Doc. 99-30211 Filed 11-18-99; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Office of Motor Carrier Safety

Orders in Motor Carrier Safety Enforcement Cases

AGENCY: Office of Motor Carrier Safety, DOT.

ACTION: Notice of availability of Federal Highway Administration and Office of Motor Carrier Safety decisions and orders, as well as pending cases.

SUMMARY: This document gives notice of the decisions and orders served from September 10, 1993, to the present, as well as pending cases, concerning the Federal Motor Carrier Safety Regulations and the Hazardous Materials Regulations. The orders are those issued by the Associate

Administrator for Motor Carriers, the Program Manager, Motor Carrier and Highway Safety, and the Director, Office of Motor Carrier Safety. Also available are decisions rendered by Administrative Law Judges. These decisions, orders, and pending cases may be viewed and copied through the Department of Transportation's Docket Management System (DMS). The Docket Management System is an electronic, image-based database in which all DOT docket information is stored for easy research and retrieval. Information on logging into the Docket Management System in order to retrieve the full text of these decisions is provided under **SUPPLEMENTARY INFORMATION.**

FOR FURTHER INFORMATION CONTACT: Mr. Steven B. Farbman, Adjudications Counsel, Federal Highway Administration, (202) 366-1358, 400 Seventh Street, SW., Washington, DC 20590-0001. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Pursuant to an internal reorganization, the Program Manager, Motor Carrier and Highway Safety, performed the

functions previously performed by the Associate Administrator for Motor Carriers. See Order DOT 1100.63B, February 2, 1999. The authority to decide motor carrier safety and hazardous materials cases was redelegated to the Director, Office of Motor Carrier Safety on October 9, 1999. See 64 FR 56270 (October 19, 1999). An additional redelegation was published on October 22, 1999. See 64 FR 58356 (October 29, 1999).

Electronic Access

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Federal Register's home page at <http://www.nara.gov/fedreg> and the Government Printing Office's web page at <http://www.access.gpo.gov/nara>.

The Docket Management System is an electronic, image-based database in which all DOT docket information is stored for easy retrieval. In the near future, users of DMS will be able to search the cases by CFR cite. When this feature is available, we will publish a