

successful exchange programs including: significant experience in developing and administering international exchange programs, sound fiscal management, and full compliance with all reporting requirements for past Bureau cooperative agreement awards as determined by the Bureau's Grants Division. In its review of proposals, the Bureau will consider the past performance of prior recipients and the demonstrated potential of new applicants.

6. *Cost-effectiveness*: Overhead and administrative components including salaries should be kept as low as possible while adequate and appropriate to provide the required services. Proposals should document plans to realize cost-savings and other efficiencies through use of technology, administrative streamlining and other management techniques.

7. *Cost-sharing*: Proposals should demonstrate maximum cost-sharing. Preference will be given to proposals which demonstrate innovative approaches to leveraging of funds, fund-raising and other sharing of costs.

8. *Support of Diversity*: Proposals should demonstrate the applicant's awareness and understanding of diversity and a commitment to its achievement through individual grant awards and institutional participation and in other ways in both administrative and programmatic aspects of the Fulbright program.

9. *Evaluation*: Proposals should include a plan to evaluate the success of the Program. The Bureau recommends that proposals include a draft survey questionnaire or other techniques plus description of a methodology to use to link outcomes to original project objectives.

Notice

The terms and conditions published in this RFP are binding and may not be modified by any Bureau representative. Explanatory information provided by the Bureau that contradicts published language will not be binding. Issuance of the RFP does not constitute an award commitment on the part of the Government. The Bureau reserves the right to accept proposals in whole or in part and make an award or awards in accordance with what best serves the interests of the global Fulbright Student Program. The Bureau also reserves the right to reduce, revise, or increase proposal budgets in accordance with the needs of the program and the availability of funds. Awards made will be subject to periodic reporting and evaluation requirements. Programs must comply with J-1 visa regulations. Please

refer to the Solicitation Package for further information.

Notification

Final awards cannot be made until funds have been appropriated by Congress, allocated and committed through internal Department of State procedures.

Dated: October 18, 2000.

William B. Bader,

Assistant Secretary for Educational and Cultural Affairs, U.S. Department of State.

[FR Doc. 00-27292 Filed 10-23-00; 8:45 am]

BILLING CODE 4710-05-U

DEPARTMENT OF STATE

[Public Notice No. 3445]

Shipping Coordinating Committee; Notice of Meeting

The Shipping Coordinating Committee (SHC) scheduled to take place on Wednesday, November 8, 2000 at U.S. Coast Guard Headquarters has been cancelled. For further information, please contact Captain Joseph F. Ahern or Lieutenant Daniel J. Goettle, U.S. Coast Guard, Office of Maritime and International Law (G-LMI), 2100 Second Street, S.W., Washington, D.C. 20593-0001; telephone (202) 267-1527; fax (202) 267-4496.

Dated: October 18, 2000.

Stephen M. Miller,

Executive Secretary, Shipping Coordinating Committee.

[FR Doc. 00-27290 Filed 10-23-00; 8:45 am]

BILLING CODE 4710-07-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Granted Buy America Waiver

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Granted Buy America Waiver.

SUMMARY: This waiver allows ticket vending machine manufacturers to install the Giesecke & Devrient ("G&D") banknote identification modules (BIM) and count it as domestic for purposes of Buy America compliance. It is predicated on the non-availability of the item domestically and granted on July 21, 2000, for the period of two years, or until such time as a domestic source for this BIM becomes available, whichever occurs first. This notice shall insure that the public, particularly potential manufacturers, is aware of this waiver.

FTA requests that the public notify it of any relevant changes in the domestic market. FTA also granted an identical waiver to Mars Electronics, a competitor of G&D and manufacturer of a similar device. That waiver is published elsewhere in today's **Federal Register**.

FOR FURTHER INFORMATION CONTACT:

Meghan G. Ludtke, FTA Office of Chief Counsel, Room 9316, (202) 366-4011 (telephone) or (202) 366-3809 (fax).

SUPPLEMENTARY INFORMATION: The above-referenced waiver follows:

July 21, 2000.

Mr. Klaus J. Krauth, Vice President, Chief Financial Officer, Giesecke & Devrient America, Inc., 45925 Horseshoe Drive, Dulles, Virginia 20166.

Re: Application for Waiver of Buy America for Automated Fare Collection System Component

Dear Mr. Krauth: This letter responds to your correspondence of June 1, 2000, in which you request a Buy America component waiver based upon nonavailability for certain banknote identification modules (BIM) manufactured for use in ticket vending machines. The BIM at issue here features unique security functions and the ability to be upgraded for currency changes.

Based upon the fact that there were no known domestic sources, the Federal Transit Administration (FTA) has granted Buy America waivers to one of your competitors, Mars Electronics, for its bill handling unit (BHU), an item with similar functionality to the BIM. Upon hearing from both Mars and G&D on the subject of a component waiver, FTA contacted Cubic Transportation Systems, Inc., a manufacturer of ticket vending machines using both BIM's and BHU's and requested that it submit its assessment of the state of this market.

Cubic contended, by letter dated April 19, 2000, that based upon an extensive survey of the market, which is continuously updated by technical staff, there is no known U.S. manufacturer of a BIM/BHU that perform the functions listed herein. To date, Cubic has qualified only two sources for the BIM/BHU used in its ticket vending machines; those sources are G&D and Mars Electronics. This letter incorporates, by reference, the information contained in the above-referenced correspondence.

FTA's requirements concerning domestic preference for federally funded transit projects are set forth in 49 U.S.C. § 5323(j). However, Section 5323(j)(2)(B) states that those requirements shall not apply if the item or items being procured are not produced in the U.S. in sufficient and reasonably available quantities and of a satisfactory quality. The implementing regulation also provides that a waiver may be requested "for a specific item or material that is used in the production of a manufactured product." 49 CFR 661.7(g). The regulations allow a bidder or supplier to request a waiver only if it is being sought under this section. See 49 CFR 661.7(g) and 49 CFR 661.9(d). This waiver would allow G&D to treat the BIM as domestic.

Based on the above-referenced information, I have determined that the grounds for a "nonavailability" waiver exist. Therefore, pursuant to the provisions of 49 U.S.C. § 5323(j)(2)(B), the waiver is hereby granted for manufacture of the BIM model number 2020 for the period of two years, or until such time as a domestic source for this type of component becomes available, whichever occurs first. In order to insure that the public is aware of this waiver, particularly potential manufacturers, it will be published in the **Federal Register**.

If you have any questions, please contact Meghan G. Ludtke at (202) 366-4011.

Very truly yours,
Gregory B. McBride,
Deputy Chief Counsel.

Issued on: October 19, 2000.

Nuria I. Fernandez,
Acting Administrator.

[FR Doc. 00-27297 Filed 10-23-00; 8:45 am]

BILLING CODE 4910-57-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Granted Buy America Waiver

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Granted Buy America Waiver.

SUMMARY: This waiver allows ticket vending machine manufacturers to install the banknote handling unit (BHU) manufactured by Mars Electronics International and count it as domestic for purposes of Buy America compliance. It is predicated on the non-availability of the item domestically and was granted on July 21, 2000, for the period of two years, or until such time as a domestic source for this BHU becomes available, whichever occurs first. This notice shall insure that the public, particularly potential manufacturers, is aware of this waiver. FTA requests that the public notify it of any relevant changes in the domestic market. FTA also granted an identical waiver to Giesecke & Devrient, a competitor of Mars and manufacturer of a similar device. That waiver is published elsewhere in today's **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Meghan G. Ludtke, FTA Office of Chief Counsel, Room 9316, (202) 366-4011 (telephone) or (202) 366-3809 (fax).

SUPPLEMENTARY INFORMATION: The above-referenced waiver follows:

July 21, 2000.

Mr. Cassius L. Jones, Industry Manager, Mars Electronics International, 1301 Wilson Drive, West Chester, Pennsylvania 19380-5953.

Re: Application for Waiver of Buy America for Automated Fare Collection System Component

Dear Mr. Jones: This letter responds to your correspondence of March 16, 2000, in which you request a Buy America component waiver based upon nonavailability for certain bank note handling units (BHU) manufactured for use in ticket vending machines. The unique nature of the BHU's at issue is the ability to return inserted bills when a transaction is not completed.

On May 13, 1992, the Federal Transit Administration (FTA) granted Mars a waiver for the BSN385/39 BHU for the period of two years, this waiver was extended for another two years on January 11, 1994. On February 21, 1996, FTA extended the waiver for the BNA52/54, the successor to the BSN385/39 for two more years. On May 13, 1998, you requested another extension and on August 4, 1998, FTA responded, asking for information supporting your assertion that there was still no equivalent product currently manufactured in the U.S.

On March 26, 2000, you amended your request by adding supporting information and requesting that the waiver be extended to include the improved version of the BHU, the BNA57. In an effort to obtain current market data, you stated that you employed the services of a Mr. Howard Waxman, Project Manager, Strategic Consulting & Research Group of Find/SVP to conduct a search for a U.S. manufacturer of the BHU which features multiple bill escrow functionality. You submit that no U.S. manufacturers were found, and that Ardac Inc., Coinco, Global Payment Technologies, Rowe International, and Singer Data Products, were all contacted. This letter incorporates, by reference, the information contained in the above-referenced correspondence.

Further, at FTA's request, Cubic Transportation Systems, Inc., a manufacturer of ticket vending machines and purchaser of BHU's for use in said machines, submitted information on the state of the market. Cubic contends by letter dated April 19, 2000, that based upon an extensive survey of the market, which is continuously updated by technical staff, there is no known U.S. manufacturer of BHU's that performs the functions listed herein.

FTA's requirements concerning domestic preference for federally funded transit projects are set forth in 49 U.S.C. § 5323(j). However, Section 5323(j)(2)(B) states that those requirements shall not apply if the item or items being procured are not produced in the U.S. in sufficient and reasonably available quantities and of a satisfactory quality. The implementing regulation also provides that a waiver may be requested "for a specific item or material that is used in the production of a manufactured product." 49 CFR § 661.7(g). The regulations allow a bidder or supplier to request a waiver only if it is being sought under this section. See 49 CFR 661.7(g) and 49 CFR 661.9(d). This waiver would allow Mars to treat the BHU as domestic.

Based on the above-referenced information, I have determined that the grounds for a "nonavailability" waiver do exist. Therefore,

pursuant to the provisions of 49 U.S.C. § 5323(j)(2)(B), the waiver is hereby granted for manufacture of the BNA57, BNA52/54 and the BSN383/39 BHU's for the period of two years, or until such time as a domestic source for this type of BHU becomes available, whichever occurs first. In order to insure that the public is aware of this waiver, particularly potential manufacturers, this waiver will be published in the **Federal Register**.

If you have any questions, please contact Meghan G. Ludtke at (202) 366-4011.

Very truly yours,

Gregory B. McBride,
Deputy Chief Counsel.

Issued on: October 19, 2000.

Nuria I. Fernandez,
Acting Administrator.

[FR Doc. 00-27298 Filed 10-23-00; 8:45 am]

BILLING CODE 4910-57-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on the South Central Corridor Light Rail Transit Project in Metropolitan Louisville, Kentucky

AGENCY: Federal Transit Administration, USDOT.

ACTION: Notice of Intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA), in cooperation with the Transit Authority of River City (TARC), intends to prepare an Environmental Impact Statement (EIS) for the Louisville South Central Corridor Rapid Transit Project in accordance with the National Environmental Policy Act (NEPA).

The EIS will consider alternatives for improving rapid transit service within an approximately 15-mile-long corridor that begins at the Ohio River in the Louisville Central Business District (CBD) and proceeds through the Medical Center; through Smoketown and Shelby Park; through the University of Louisville campus and the Louisville International Airport and ends on the west side of I-65 near the Gene Snyder Freeway/Interstate 65 interchange.

The EIS will evaluate the following alternatives: a No-Build Alternative, a Transportation Systems Management (TSM) Alternative consisting of low to medium cost improvements to local bus services and facilities, Light Rail Transit (LRT) Alternatives, any additional reasonable alternatives identified during the EIS scoping process. The LRT alternatives will include a supporting bus plan.