

Issued in Washington, DC May 6, 1999.

**Thomas A. Till,**

*Executive Director.*

[FR Doc. 99-11904 Filed 5-11-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[CGD07-99-008]

#### Bridge of Lions; Atlantic Intracoastal Waterway, St. Augustine, FL

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of public hearing; request for comments.

**SUMMARY:** The Coast Guard together with the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT), will hold a public hearing to receive information concerning the environmental and navigational impacts of alternate bridge designs being considered for the replacement or rehabilitation of the Bridge of Lions. The bridge is located on State Road A1A where it crosses the Atlantic Intracoastal Waterway (AIWW), mile 777.9, at St. Augustine, Florida. The hearing will allow interested parties to present comments and information concerning the bridge alternates under consideration.

**DATES:** The hearing will start at 7 p.m. on Monday, June 7, 1999. Comments must be received by July 7, 1999.

**ADDRESSES:** The hearing will be held at the St. Johns County Administration Building, 4010 Lewis Speedway Road, St. Augustine, Florida. Written comments may be submitted to, and will be available for examination between 7:30 a.m. and 4 p.m., Monday through Friday, except Federal holidays, at the office of the Commander (oan), Seventh Coast Guard District, Bridge Section, Brickell Plaza Federal Building, 909 SE First Avenue, Miami, Florida 33131-3050. Please submit all comments and attachments in an unbound format, no larger than 8 by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgement of receipt of comments should enclose a stamped, self-addressed postcard or envelope.

**FOR FURTHER INFORMATION CONTACT:** Mr. N.E. Mpras, Chief, Office of Bridge Administration, Commandant (G-OPT), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593 (202 267-0368); Commander Eugene Gray, U.S. Coast Guard, Chief, Aids to Navigation and Waterways Management Branch,

Seventh Coast Guard District, Miami, FL (305) 536-5621; Mr. Joel Glenn, District Environmental Management Engineer, Florida Department of Transportation, Lake City, FL (904) 752-3300; or Mr. Mark Bartlett, Program Operations Engineer, Federal Highway Administration, Tallahassee, FL (850) 942-9598.

#### SUPPLEMENTARY INFORMATION:

##### Background

The Bridge of Lions is a historic, sub-standard two-lane structure across the AIWW. The Coast Guard is concerned about the restrictive horizontal clearance that the existing bridge and fender system now imposes on commercial tug and barge traffic on the AIWW. These navigational concerns must be addressed sufficiently to allow the Coast Guard to accept an application for a proposed bridge replacement or rehabilitation at this location on the AIWW. The Coast Guard has been involved in temporary remedial measures to insure the safety of navigation through the existing bridge structure while plans are being prepared for a new or rehabilitated bridge at the reach of the AIWW. These measures include the placement of temporary mooring dolphins upstream and downstream of the bridge to provide tugs with tows a place to moor while waiting for slack water conditions to make safe passage of the structure. These temporary mooring dolphins remain in place at the time of this public hearing but the Coast Guard does not consider them a suitable long-term solution.

The FHWA is lead federal agency for the environmental documentation for this project. The Coast Guard has been involved as a cooperating agency during the preparation of the Draft Environmental Impact Statement (DEIS). The DEIS identifies no preferred alternate for implementation. The selection of a preferred alternative will be made only after a thorough evaluation of the merits of each. The Coast Guard, in cooperation with the FDOT, owner of the bridge, and the FHWA, welcomes your comments on the Bridge of Lions project study. A U.S. Coast Guard Bridge Permit approving the location and clearances of the alternative eventually selected for construction is required before construction begins. Accordingly, it is extremely important to receive all information on the alternatives, which may present serious problems for navigation and bridge safety.

#### Procedural

Any person who wishes may appear and speak or present evidence at this public hearing. Persons planning to speak at the hearing should notify Mr. Joel Glenn or Mr. Bill Henderson with the Lake City office of the Florida Department of Transportation, or the Commander (oan), Seventh Coast Guard District, Bridge Administrator, at the telephone numbers listed under **FOR FURTHER INFORMATION CONTACT** any time prior to the hearing, indicating the amount of time required. Written statements and exhibits may be submitted in place of or in addition to oral statements and will be made a part of the hearing record. Written statements and exhibits may be delivered before or during the hearing, or they may be submitted for up to 30 days following the date of the hearing to the Coast Guard office listed under **ADDRESSES**. The DEIS is available in print format in FDOT offices as well as all St. Johns County, Florida public libraries. It is the official document sent to all governmental agencies for the final round of comments on whether to rehabilitate or replace the existing bridge.

#### Information on Services for Individuals with Disabilities

For information about facilities or services for individuals with disabilities, or to request special assistance at the meeting, contact Commander Eugene Gray, U.S. Coast Guard, Chief, Aids to Navigation and Waterways Management Branch, Seventh Coast Guard District at the number under **FOR FURTHER INFORMATION CONTACT** As soon as possible.

**Authority:** 33 CFR 115.60.

Dated: May 5, 1999.

**Norman T. Saunders,**

*Rear Admiral, U.S. Coast Guard, Commander, Seventh Coast Guard District.*

[FR Doc. 99-11927 Filed 5-11-99; 8:45 am]

BILLING CODE 4910-15-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Driver History Initiative Projects; Fiscal Year 1999 Funding

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of solicitation.

**SUMMARY:** This notice solicits proposals from States for projects to improve the timeliness, accuracy, and completeness of reporting and recording of commercial motor vehicle (CMV) traffic

convictions within a State and between States. Where safety and identification of traffic offenders can be improved, these grants would provide funding to assist States to improve the reporting and recording of traffic convictions. The FHWA, in partnership with the National Highway Traffic Safety Administration (NHTSA), will provide grant funds to the selected States to carry out the projects for driver improvements and enhancements.

**DATES:** Proposals must be submitted on or before August 10, 1999.

**ADDRESSES:** Submit all proposals to: the State Director, Department of Transportation, Federal Highway Administration, Office of Motor Carrier and Highway Safety in your State. Those desiring notification of receipt of their proposal submission must include a self-addressed, stamped envelope or postcard. If you need the name and address of the State Director in your State, you can call (202) 366-9579 between the hours of 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** For program issues: Mr. Norm Anger, Office of National and International Safety Programs, (202) 366-2170, or Mr. Phillip Forjan, Office of Motor Carrier Research and Standards, (202) 366-4001; For legal issues: Ms. Suzanne O'Malley, Office of Chief Counsel, (202) 366-1367 Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 am to 4:15 pm, e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

**Electronic Access**

An electronic copy of this document may be downloaded using a modem and suitable communications software from the **Federal Register** 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 database at <http://www.acesss.gpo.gov/nara>.

**Background**

The Omnibus Consolidated and Emergency Supplemental Appropriations Act for Fiscal Year 1999, Pub. L. 105-277, 112 Stat 2681, enacted on October 21, 1998, set aside grant funds for states to carry out projects for driver improvements and enhancements.

This is the second year in which the FHWA, in cooperation with the NHTSA,

is making funds available to States desiring to improve their CMV driver license adjudication and data exchange systems. While the funding is primarily intended to improve driver license adjudication reporting and information exchange for CMV drivers, it does not preclude States' non-commercial systems from benefitting from any system improvements. The agencies are seeking grant applications from States willing to undertake a systematic review of their license citation and conviction reporting systems and the development of plans to improve the accuracy, completeness and timeliness of driver license information exchange with courts, prosecutors, and law enforcement. This may include procedural changes within the State licensing agency, new or expanded communications with courts, prosecutors and police, or perhaps regulatory and/or legislative changes. The initiative is a collaborative effort of the FHWA and the NHTSA, which jointly will provide the funding, as well as the American Association of Motor Vehicle Administrators (AAMVA), which will provide technical support during all phases of the projects.

Extensive studies and research conducted over a period of years have found that driver error is a major cause of motor vehicle crashes. Driver error is a complex problem with many components including age, experience, time of day, extent of familiarity with the roadway, emotional/physical/mental state, traffic patterns, etc. Improving driver behavior is an essential component to improving highway safety. Federal, State, and local governments spend millions of dollars annually on training, education, public information and law enforcement efforts to protect the motoring public by detecting and deterring unsafe driver behavior. The enforcement component of these programs produces thousands of citations for driving violations every day. This Driver History Initiative is designed to assist States to answer the question of what happens to those convictions.

The backbone of the effort to deal with unsafe drivers is the driver control system. This is the adjudicatory framework by which law enforcement, prosecutors, courts and motor vehicle licensing agencies issue citations, adjudicate driving offenses, report those offenses for entry on the driver record, and exchange that information among the participants in that State's system and with licensing and adjudication systems outside that State. If the driver control system breaks down, or if it is not working efficiently, there is no

method for identifying potential problem drivers for remediation. Without early detection and corrective action, these violators can develop into chronic offenders and become the problem drivers that cause crashes and injuries, and fatalities. The accurate and timely exchange of driver licensing information between jurisdictions can save lives, and the Federal government's implementation of these grants is designed to achieve that objective. In addition, timely, accurate and complete recording of traffic adjudications insures that the millions of dollars spent annually to fund roadside traffic enforcement achieve maximum safety benefit and that officers are not needlessly placed at risk when conducting traffic enforcement activities.

**FY 1998 Awards: A Strong Beginning**

The Department of Transportation and Related Agencies Appropriations Act, 1998, Pub. L. 105-66, 111 Stat. 1425, made available \$1 million dollars in Information Systems funding for the FHWA for driver program improvements. The FHWA made that full amount available for grants to States for improvement of their traffic adjudication systems. The NHTSA provided \$200,000 in additional funding to support this program, making \$1.2 million available to the States for FY 1998. Twelve States submitted grant proposals, totaling just under \$3 million dollars. Each grant proposal was reviewed based on its adherence to the grant application criteria contained in the **Federal Register** notice published on April 9, 1998 (63 FR 17474) and the extent to which it addressed driver licensing adjudication system problems in that particular State. The results of the review lead to full funding of five proposals, partial funding of four proposals, and no funding to three States, because they either failed to meet the required criteria specified in the notice or did not meet the deadline for submitting grant applications.

Some of the projects which were funded are as follows: an analysis of a current driver citation reporting process and the design of a new system to automate this process; a study on the impact of diversion and deferral programs on the accuracy and integrity of driver histories; and the reprogramming of a driver control system to accept driver crash data, a vital component of the driver control record.

**Driver History Initiative Projects**

The FHWA seeks to improve the timeliness, completeness, accuracy, and

clarity of State driver history files by promoting an integrated driver licensing system. Such a system will improve and enhance the driver control system by its ability to facilitate identification, prosecution, and adjudication of problem drivers. It will benefit drivers who have satisfied the penalties or conditions of a driving restriction by promptly updating their driving record. It will ensure that all drivers have complete, accurate, and up-to-date histories available as needed for employment and insurance purposes.

The Initiative will again begin with federally-funded State projects. It will once more involve States that are willing to explore and test new and proven methodologies and protocols, allowing for rapid electronic exchange of driver history information. A major component of the projects will continue to be to test procedures that facilitate citation tracking from issuance to resolution. The projects should also enhance the accuracy, speed, and completeness of driver history information exchange among the various components of the system, including law enforcement, prosecutors, the courts, and driver licensing agencies, both within the State and between States.

The scope of potential projects or plans need not be limited to information systems development, changes, or enhancements. The State may have a system that is technically sound but hampered by State procedures, policies, laws, or legislation preventing the State from utilizing its system in the most efficient and effective manner. The FHWA will entertain proposals that may not involve the system but still would meet the project goals. One example of a procedural problem is the handling of out-of-State convictions. Some States treat paper notification of out-of-State convictions differently than electronic notification of similar convictions; several States lack the authority to assess points or penalties for convictions received electronically. Some States report there are certain out-of-State convictions which they cannot enter on drivers' records because of State-to-State statutory inconsistencies.

### Project Goal

The goal of the FHWA is to ensure timely, accurate, and complete reporting and recording of traffic convictions within State courts, State licensing agencies, prosecutors; and between and among States to reliably identify potential problem drivers by enhancing existing systems, developing new

systems, or revising existing procedural practices and/or procedures.

The Initiative's primary objective is to achieve enhancements in the development, exchange, retention, and reporting of driver histories of CMV operators. The FHWA believes that any enhancements to the commercial segment of the driver licensing system will also have a positive effect on processing of traffic offenses for drivers of non-commercial vehicles. While focusing primarily on improving CMV traffic adjudication systems, State proposals that also serve to improve or enhance non-commercial systems ancillary to the CMV improvements are eligible for funding. One of the results of these grants will be to broadly share information among States on methods to improve traffic adjudication and recordkeeping systems. Consequently, States submitting applications for grant funding will be required to report regularly on project activities and progress and share the results of their efforts with other jurisdictions. The FHWA, the NHTSA and the AAMVA will facilitate these efforts and provide technical assistance to all jurisdictions.

### Proposal Submission

#### *Required Content of Proposals*

While providing flexibility to States, grant proposals must meet certain criteria. The grant proposal criteria are designed to ensure that project proposals will enhance traffic adjudication systems in the State and that key State agencies and organizations participate in approved grant activities. Traffic adjudication systems involve law enforcement, courts, prosecutors, and driver licensing agencies. To be effective, the FHWA and the NHTSA believe that traffic adjudication system improvement projects must be multi-disciplinary and reflect the expertise and commitment of all participants in the system. Consequently, grant applications must specify that all relevant participants in the process are involved in the project. A thorough evaluation design is another key requirement. The proposal must include the following seven items:

1. Identification of a lead Agency for the project.
2. Identification of an interdisciplinary working group within the State, including but not limited to representation from the motor vehicle licensing agency, court system, prosecutors, State law enforcement, Governor's Highway Safety Representatives, and State Motor Carrier Safety Assistance Program (MCSAP) agency.

3. An analysis of existing systems or procedures, including discussion of any driver conviction/deferment programs operating in the State, an outline of system strengths, and definition of areas requiring attention or improvement. The grant proposal should define, analyze, and document user procedures, including projected barriers to project success, such as any statutory limitations that may affect communication and recording of convictions on the system.

4. System requirements, including project scope, whether new technologies would be tested, and methods of gathering, integrating, and facilitating data exchange between various users. If the project is not system-related, describe existing procedures, the problems they generate, proposed new procedures, anticipated outcome, and the means to measure the success or impact of the project or program.

5. A plan for preparing a final report, including the evaluation findings and recommendations for other States regarding the strengths and weaknesses of this project or program. All grant recipients will be required to provide periodic progress reports on funded projects and agree to share project results with other jurisdictions.

6. A detailed plan for implementing the system or procedures, including time lines for completion, along with a detailed budget for the project. The budget must be sufficiently detailed so that it may be evaluated on the costs assigned to each proposed task, the allocation of resources to complete the tasks, the procurement of hardware and/or software (if applicable), staff hours (broken out by labor category), and other costs (e.g., travel, printing, etc.). The budget should closely correspond to the tasks outlined in the implementation plan and be broken out according to the time lines for completion.

7. A detailed description of how the success of the project will be evaluated and measured. This must include specific descriptions of the goals of the project, how progress will be monitored and the final evaluation design and due date.

#### *Submission of Proposals*

There will be no formal Request For Proposals (RFP). Proposals responding to this notice must be valid for 180 days and may be funded at any time during that period. Proposals should be submitted with an original and two copies, following the task requirements listed above, to the State Director, Federal Highway Administration, Department of Transportation, Office of Motor Carrier and Highway Safety in

your State. If you need the name and address of the State Director in your State, you can call (202) 366-9579 between the hours of 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

#### *Sample Proposal Available*

A sample proposal was developed and could be used by the States as a guideline for submitting their own proposals. The sample proposal can be obtained on-line, in portable document format, from the AAMVA web site (<http://www.aamva.org>) and clicking on "Must See Items." If you have any problems retrieving the document from AAMVA's web site, please call (703) 908-2822. The proposal is also available from the FHWA's web site at (<http://www.mcregis.fhwa.dot/forms.htm>) or from the State Director in the FHWA's Office of Motor Carrier and Highway Safety in your State.

#### *Evaluation of Proposals and Award*

A panel comprised of representatives from the NHTSA and the AAMVA will assist the FHWA in its technical review of project proposals. The AAMVA and the FHWA will also participate in project monitoring, evaluation, and information sharing with other States. Members of the panel will be available for technical assistance during all phases of the projects and will review the evaluations of each final product. The panel will evaluate each proposal based on the following factors: (1) The intrinsic merit of the proposal; (2) the technical competency of the proposal; (3) the potential for utilization of results; (4) reasonableness of the costs proposed; and (5) adequacy of proposed resources to complete the project requirements satisfactorily, and in a timely manner; and (6) the adequacy of the project evaluation design.

Proposals which most closely meet the seven content criteria and the six evaluation criteria as outlined above will be considered for funding. In addition, it is understood that States which receive funding may be visited by the FHWA representatives who will review the progress of their projects, as well as seek input and feedback on the Initiative.

#### *Project Funding*

This notice announces the FHWA's intent to provide funding in FY 1999 for a number of projects relating to driver licensing systems and State driver license procedures. States are invited to submit proposals outlining their projects to the FHWA's Office of Motor Carriers and Highway Safety. The FHWA will fund project management

and implementation of State systems or revision of State procedures. This grant will not require matching funds. The FHWA has \$700,000 available for this purpose in FY 1999 and contemplates making several awards from the proposals submitted. States are also encouraged to explore other funding sources in both the private and public sectors to implement integrated driver history tracking systems.

**Authority:** Pub. L. 105-277, 112 stat. 2681 (1998); 49 U.S.C. 31102; and 49 CFR 1.48.

Issued on: May 3, 1999.

**Gloria J. Jeff,**

*Federal Highway Deputy Administrator.*

[FR Doc. 99-11925 Filed 5-11-99; 8:45 am]

BILLING CODE 4910-22-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[FHWA Docket No. FHWA-1999-5088]

#### **Fiscal Year (FY) 2000 Implementation Guidance for Public Lands Highways Discretionary Program Funds**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice; FHWA solicitation memorandum for FY 2000 funds; request for comments on selection criteria for FY 2001 and beyond.

**SUMMARY:** The Transportation Equity Act for the 21st Century (TEA-21) continued the public lands highways (PLH) discretionary program through FY 2003. This document provides implementation guidance on the PLH discretionary program for FY 2000 and beyond. Also, it contains information on the selection criteria used by the FHWA in evaluating candidate projects. An implementation guidance memorandum on this topic was issued to division offices soliciting candidate projects from State transportation agencies for FY 2000 public lands highways (PLH) discretionary funding. The text of that memorandum is incorporated here. This document seeks comments from all interested parties on the selection criteria and their continued use by FHWA for FY 2001 and beyond.

**DATES:** Comments on the selection criteria for PLH discretionary funding for FY 2001 and beyond must be received on or before July 12, 1999.

**ADDRESSES:** Your signed, written comments on project selection criteria for PLH discretionary funding for FY 2001 and beyond must refer to the docket number appearing at the top of this document and you must 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.

Applications for candidate projects for FY 2000 funding should be submitted to the FHWA Division Office in the State of the applicant in accordance with the guidance provided in the solicitation memorandum.

#### **FOR FURTHER INFORMATION CONTACT:**

Larry Beidel, Office of Program Administration, (202) 366-1564; or Wilbert Baccus, Office of the Chief Counsel, (202) 366-1396; Federal Highway Administration, 400 Seventh Street SW., Washington DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday except Federal holidays.

#### **SUPPLEMENTARY INFORMATION:**

##### **Electronic Access**

Internet users can access all comments received by the U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://www.dms.dot.gov>. It is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help.

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office 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 database at: <http://www.access.gpo.gov/nara>.

The solicitation memorandum will also be available on the FHWA web site at <http://www.fhwa.dot.gov/discretionary>.

##### **Background**

TEA-21, Pub. L. 105-178, 112 Stat. 107 (1998), continued the PLH discretionary program through FY 2003 and provides \$66.6 million in FY 1998 and \$83.6 million in each of FY 1999 through 2003 for the program. On March 4, 1999, the FHWA issued a memorandum to its division offices, located in each State, the District of Columbia and Puerto Rico, soliciting from the State transportation agencies candidate projects for FY 2000 PLH discretionary funding. This memorandum is published here for informational purposes. The