

Decision Date: August 21, 1998.

FOR FURTHER INFORMATION CONTACT:
Mary Vargas, Seattle Airports District
Office, (425) 227-2660.

Public Agency: City of Manchester,
New Hampshire.

Application Number: 98-07-C-00-
MHT.

Application Type: Impose and use a
PFC.

PFC Level: \$3.00.

*Total PFC Revenue Approved in This
Decision:* \$84,643,000.

Earliest Charge Effective Date:
October 1, 1998.

Estimated Charge Expiration Date:
October 1, 2016.

*Class of Air Carriers Not Required to
Collect PFC'S:* Air taxi/commercial
operators.

Determination: Approved. Based on
the information submitted in the public
agency's application, the FAA has

determined that the class being
approved accounts for less than 1
percent of the total annual
enplanements at Manchester Airport.

*Brief Description of Projects Approved
for Collection and Use:*

Runway 6/24 system.
Construct two remote aircraft parking
aprons.

Acquire Stead Aviation.

Decision Date: August 24, 1998.

FOR FURTHER INFORMATION CONTACT:
Priscilla Scott, New England Region
Airports Division, (781) 238-7614.

Public Agency: Grand Forks Regional
Airport Authority, Grand Forks, North
Dakota.

Application Number: 98-05-C-00-
GFK.

Application Type: Impose and use a
PFC.

PFC Level: \$3.00.

*Total PFC Revenue Approved in This
Decision:* \$1,398,163.

Earliest Charge Effective Date:
September 1, 1998.

Estimated Charge Expiration Date:
September 1, 2004.

*Class of Air Carriers Not Required to
Collect PFC'S:* Air taxi/commercial
operators filing FAA Form 1800-31.

Determination: Approved. Based on
the information submitted in the public
agency's application, the FAA has
determined that the class being
approved accounts for less than 1
percent of the total annual
enplanements at Grand Forks
International Airport.

*Brief Description of Projects Approved
for Collection and Use:* Air cargo apron
expansion and service road.

Decision Date: August 24, 1998.

FOR FURTHER INFORMATION CONTACT:
Irene R. Porter, Bismarck Airports
District Office, (701) 250-4385.

AMENDMENTS TO PFC APPROVALS

Amendment No. city, state	Amendment approved date	Original ap- proved net PFC revenue	Amended ap- prove net PFC revenue	Original es- timated charge expi- ration date	Amended estimated charge expi- ration date
95-01-C-01-LYH, Lynchburg, VA	07/28/98	\$752,416	\$515,216	12/01/98	07/01/98
97-01-C-01-MOB, Mobile, AL	08/14/98	1,300,000	1,300,000	06/01/99	06/01/99
93-01-C-05-MSY, New Orleans, LA	08/14/98	185,823,498	194,691,574	08/01/09	11/01/09
93-02-U-01-MSY, New Orleans, LA	08/14/98	5,802,615	16,523,148	08/01/09	11/01/09
96-03-C-01-MSY, New Orleans, LA	08/14/98	11,963,536	11,963,536	08/01/09	11/01/09
92-01-C-03-DTW, Detroit, MI	08/14/98	1,639,576,000	1,802,657,000	10/01/30	10/01/31
97-03-C-01-DTW, Detroit, MI	08/14/98	60,000,000	60,000,000	10/01/30	10/01/31
93-01-C-02-GEG, Spokane, WA	08/18/98	16,265,100	12,676,598	06/01/05	10/01/07
94-02-C-01-GEG, Spokane, WA	08/18/98	8,200,000	4,922,228	06/01/05	10/01/07
97-03-C-01-GEG, Spokane, WA	08/18/98	17,606,000	32,029,282	06/01/05	10/01/07
95-03-C-01-MFR, Medford, OR	08/27/98	1,810,000	2,082,935	11/01/00	06/01/03

Issued in Washington, DC, on September
10, 1998.

Eric Gabler,

Manager, Passenger Facility Charge Branch.
[FR Doc. 98-24966 Filed 9-17-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Transportation Equity Act for the 21st Century; Implementation of Guidance for Discretionary Program Funds for National Scenic Byways

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: This document publishes
implementation guidance on the
Transportation Equity Act for the 21st
Century (TEA-21), enacted on June 9,
1998, for eligible candidate projects in
Fiscal Year 1999 concerned with the

scenic byways program. Implementation
guidance materials on these topics were
issued to FHWA region and division
offices on July 7, 1998. This material
describes activities eligible for
discretionary funding, the application
process, and criteria used to evaluate
candidate projects.

FOR FURTHER INFORMATION CONTACT: Mr.
Eugene Johnson, HEP-10, (202)366-
2071; or Mr. Bob Black, HCC-32, Office
of the Chief Counsel, (202)366-1359,
Federal Highway Administration, 400
Seventh Street, SW., Washington, D.C.
20590-0001. Office hours are from 7:45
a.m. to 4:15 p.m., e.t., Monday through
Friday, except for Federal holidays.

SUPPLEMENTARY INFORMATION:

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Government Printing Office's database
at: <http://www.access.gpo.gov/nara>.

Background

The TEA-21 (Pub. L. 105-178, 112
Stat. 107) implementation guidance
published in this **Federal Register**
notice is provided for informational
purposes. Specific questions on any of
the material published in this notice
should be directed to the appropriate
contact person named in the caption
FOR FURTHER INFORMATION CONTACT.

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: September 10, 1998.

Kenneth R. Wykle,

*Federal Highway Administration
Administrator.*

The text of the FHWA guidance
memorandum follows:

Action: Request for Projects for Fiscal Year
(FY) 1999 Scenic Byways Discretionary

Funds (Reply due: September 1, 1998) Date: July 7, 1998.

Associate Administrator for Program Development, Regional Administrators, Division Administrators, Federal Lands Highway Program Administrator Reply to Attn. of: HEP-10.

The Transportation Equity Act for the 21st Century (TEA-21) makes scenic byways discretionary funds available to undertake eligible projects along highways designated as National Scenic Byways, All-American Roads, or State scenic byways. Attached is the application information for these funds. All applications must be submitted to the division offices by August 21, 1998, and forwarded to the Headquarters office (HEP-10) by September 1, 1998.

We recently allocated \$7 million of the \$23.5 million available for FY 1998. As a result, there is approximately \$16.5 million of FY 1998 funds remaining. We had originally intended to allocate these additional FY 1998 funds to projects selected from the previously submitted FY 1998 candidates. Because we are in the last quarter of FY 1998, we have instead decided to combine the available FY 1998 and FY 1999 funds in one solicitation. Those projects submitted for FY 98 grants that were not funded from the \$7 million do not need to be resubmitted by the States. They will be considered for funding under this FY 1999 action.

With this memorandum, we are requesting submission of eligible candidate projects for FY 1999 scenic byways discretionary funds. A total of \$23.5 million is provided in TEA-21 for FY 1999 grants and technical assistance activities. The full amount of these funds along with the carryover funds from FY 1998 are being combined to make approximately \$40 million available for the FY 1999 grant program.

Priority consideration will be given to those roads that have been designated as National Scenic Byways or All-American Roads. However, roads designated as State Scenic Byways before August 21, 1998, through legislation or some other official declaration for their scenic, historic, recreational, cultural, archaeological, or natural qualities are eligible for funding consideration.

While the States have until August 21, grant applications should be submitted as soon as possible. Early submissions will allow for the expeditious completion of the review process and an opportunity for the States to resolve any issues discovered during the review that would otherwise affect approval of the requested funds.

If you have any questions, please contact Mr. Eugene Johnson at (202) 366-2071.

Signed:

Henry H. Rentz for Thomas J. Ptak

Attachment—National Scenic Byways Program Discretionary Grant Application Procedures

Eligibility

The information contained in this section serves as guidance in identifying the specific work activities that are recognized as eligible projects under the Scenic Byways Program in

accordance with Section 1219 of the Transportation Equity Act for the 21st Century (TEA-21).

(1) Planning, design, and development of a State scenic byway program

This applies to those States that are about to establish or that may be in the early development of their scenic byways programs. All related project activities must yield information and/or provide related work that would impact upon the statewide scenic byways program.

Eligible projects may focus on an individual scenic byway, only if the information obtained from the work activity could be used in determining the makeup and design of the overall State program.

Program activities associated with planning, design, and development include:

- Research or studies leading to the development of designation criteria, the structure of the State's scenic byways program and designation process, and the development of themes for byways on a statewide basis.
- Technical assistance (workshops, conferences, seminars, program coordination) to specifically provide awareness and education about the management, operation, and development of the scenic byways program to people involved in the program process.
- Activities associated with identifying and planning tourist amenities on scenic byways on a statewide basis.
- Activities associated with assessing the economic impacts of an individual byway or a statewide program of byways.

(2) Develop and Implement a Corridor Management Plan to Maintain the Scenic, Historical, Recreational, Cultural, Natural, and Archaeological Characteristics of a Byway Corridor While Providing for Accommodation of Increased Tourism and Development of Related Amenities

Corridor management plans provide a comprehensive understanding of the route and the community's plans to preserve and enhance it. Eligible activities under this category include; inventory, public meetings, maps, and preparation and printing of the report.

Applicants must address the 14 points of corridor management planning as published in the **Federal Register** in the May 1995 Interim Policy.

(3) Safety Improvements to a State Scenic Byway, National Scenic Byway, or All-American Road to the Extent That the Improvements are Necessary to Accommodate Increased Traffic and Changes in the Types of Vehicles Using the Highway as a Result of the Designation.

These improvements are construction features necessary to correct safety problems. They are restricted to designated scenic byways and must be the direct result of increased traffic and/or changes in the types of vehicles using the highway. The safety improvements are only considered eligible when they arise as a result of the highway's designation as a scenic byway.

(4) Construction Along a Scenic Byway of Facilities for the use of Pedestrians and Bicyclists, Rest Areas, Turnouts, Highway Shoulder Improvements, Passing Lanes, Overlooks, and Interpretive Facilities

All the related facilities identified under this category must be constructed within or immediately adjacent to the right-of-way of the scenic byway. The facilities must be directly related to the scenic byway. Interpretive facilities must relate to the scenic, historic, cultural, archeological, recreational, or natural qualities which contributed to the highway's designation as a scenic byway. They may not be established as general tourist information centers.

(5) Improvements to the Scenic Byway That Will Enhance Access to a Recreation Area, Including Water-Related Recreation

All eligible project improvements are focused on construction and related work activities that provide access from the scenic byway. In this instance, all improvements must be related construction modifications that are made to the highway to enhance existing access to recreational areas. Improvements are confined to the right-of-way of the scenic byway. However, the acquisition of additional right-of-way along the byway is permitted, when warranted, to accommodate access improvements to the byway.

(6) Protection of Scenic, Historical, Recreational, Cultural, Natural, and Archaeological Resources in an Area Adjacent to a Scenic Byway

Resource protection applies only to those properties that contribute to the qualities for which the highway has been designated as a scenic byway. The properties must be located directly adjacent to the scenic byway. Resource protection involves use-restrictions that are in the form of easements. However, the purchase of the resource could be considered only after it has been determined that all other protection measures are unsuccessful. Protection of a resource encompasses neither rehabilitation nor renovation of a property.

(7) Developing and Providing Tourist Information to the Public, Including Interpretive Information About the Scenic Byway

All information must be associated with the State's scenic byways. It could provide information relating to the State's total network of scenic byways or it could address a specific byway's intrinsic qualities and/or related user amenities. All interpretive information should familiarize the tourists with the qualities that are important to the highway's designation as a scenic byway. Tourist information can be in the form of signs, brochures, pamphlets, tapes, and maps. Product and business advertising are not permitted on tourist information that has been developed with grant funds received under the scenic byways program. The National Scenic Byways Program logo should be used on all printed material, audio and video tapes, interpretive exhibits, and kiosks. FHWA should be recognized as a funding source on all interpretive and information products.

(8) Development and Implementation of a Scenic Byway Marketing Program

Development and implementation of a marketing program includes: byway marketing plans (if not previously developed in corridor management plan), advertising, trade show exhibits and registration, press kits, marketing research, hospitality training, and development of videos. For funding purposes, lists of trade shows with associated costs for each must be provided with the application. The National Scenic Byways Program logo should be used on all printed material, videos, exhibits, and other collateral products. FHWA should be recognized as a funding source on all marketing products.

All projects must be specific to the byway(s) and FHWA encourages those projects that include multiple byways either within a state system or within a region (multi-state). Implementation projects will not be funded without the completion of a marketing plan and projects must be consistent with the plan. Target markets should be identified prior to application and the project narrative should clearly demonstrate how that market will be reached through implementation of the proposed project. Include evaluation and/or tracking methods to be implemented for the proposed project, where applicable.

II. Selection Criteria

To evaluate the submitted candidate project for selection, we will be considering several criteria. The following statutory criteria are found in Section 1219 of TEA-21:

1. The funds shall be allocated among the States to:

“(A) implement projects on highways designated as National Scenic Byways, All-American Roads, or as State scenic byways; and

(B) plan, design, and develop a State scenic byway program.”

2. We are required to give priority to:

“(A) Each eligible project that is associated with a highway that has been designated as a National Scenic Byway or All-American Road and that is consistent with the corridor management plan for the byway;

(B) Each eligible project along a State-designated scenic byway that is consistent with the corridor management plan for the byway, or is intended to foster the development of such a plan, and is carried out to make the byway eligible for designation as a National Scenic Byway or All-American Road; and

(C) Each eligible project that is associated with the development of a State scenic byway program.”

Although there are no regulatory criteria for selection of Scenic Byway discretionary projects, the following criteria are also considered in the evaluation of candidates for this program:

1. *Project Type*: In selecting projects for funding, preference is given to project types in the following order:

- State program development and safety improvements
- Byway interpretation
- Highway improvements

2. *Funding Expenditures*: The timely use of scenic byways funds generally indicates how successful a State has been in meeting its project work plan. States showing greater progress toward the completion of prior approved projects are better positioned to initiate new projects and show a greater need for additional funding.

3. *Leveraging of Private or other public funding*: Because the annual request for funding far exceed the available scenic byways discretionary funds, commitment of other funding sources to complement the requested discretionary funding is an important factor.

III. Submission Requirements

In order for each funding request to be properly evaluated, a standard format is used for the Scenic Byways grant applications.

Project Information

The information identified in these sections must be prepared for each project submitted by the State. Information is provided below on each of the sections for clarity.

Section A: Program Requirements

This section provides verification of the State Scenic Byways Program and identifies

the scenic byways coordinator, agency, and address.

Section B: Project Name & Location

This section identifies the State project and the byway.

- *Project Name*: A brief descriptor of the project (e.g., Rocky Top Scenic Byway: Bicycle and Pedestrian Facility).

- *Project Number*: The priority number assigned by the State (01, 02, etc.).

- *Project Location*: The place within the State where project activities will occur (statewide, Orange County, or Town of Paloma to Bridgeport city limits).

- *Date of State Byway Designation*: Must be given for each byway on which project activities occur (e.g., the State designation occurred March 2, 1990 while another organization designated earlier: USFS designation October 18, 1989).

- *Scenic Byways Associated with the Project* names and route numbers must be provided.

- *U.S. Congressional Districts*: Names and corresponding districts are required. For statewide projects say “All.”

- Identify the appropriate quality(s) for which your route was designated.

Section C: Project Description

The information provided here is a narrative description of the work to be performed and the location of the project. It must be self-explanatory.

Section D: Work Plan & Time Table

Provide a detailed work plan for each project describing the chronological steps that will be taken.

Section E: Project Priority

This should describe how the project meets the project priorities.

Section F: Project Type

Identify which of the eight (8) eligible project types the project represents.

Section G: Project Funding

This represents the total costs for each project and must be prepared as indicated in the following Project Budget Summary Table:

Project breakdown				Third Party Donations—To be completed when State share includes third party donations		
Project number & name 04: Flat Rock Scenic Byway: Shining Rock Falls Over- look	Total project cost (100%)	Federal share (80% max.)	State share (20% min.)	Third party match source(s)	Match type	Match value
Kiosk	\$4,000	\$3,200	\$800	Redwing Lumber Com- pany.	Construction Materials, lumber.	\$300
Interpretive Panels (3)	5,625	4,500	1,125	Sight Design Co	Design Services 12hrs @ \$50/hr.	600
Right-of-Way purchase	6,000	4,800	1,200
Parking lot construction and paving.	30,000	24,000	6,000	ABC Construction	Labor & Materials for site preparation & drainage systems installation.	6,000
Project Total	\$45,625	\$36,500	\$9,125	Third Party Donation Total		\$6,900

Section H: Intrinsic Quality Protection

Provide an explanation of how the project will protect the scenic, historical, recreational, cultural, natural, and

archaeological integrity of the highway and adjacent areas.

Section I: Matching Funds Certification

The State Scenic Byway Agency must substantiate that the matching funds are

available for the project and sign in this section after confirmation is made.

Section J: Project Coordinator

This should be either the State Scenic Byways Coordinator or the local person or agency in charge of the project.

[FR Doc. 98-24914 Filed 9-17-98; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Guidance for Fiscal Year 1999 Interstate Discretionary (ID) Funds

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: This document publishes guidance for distribution of Fiscal Year 1999 Interstate Discretionary (ID) Funds. Materials on this topic were issued to FHWA region and division offices on July 16, 1998. This material describes activities eligible for Interstate discretionary funding, the application process, and criteria used to evaluate candidate projects.

FOR FURTHER INFORMATION CONTACT: Mr. Cecilio Leonin, HNG-12, (202)366-4651; or Mr. Wil Baccus, HCC-32, Office of the Chief Counsel, (202)366-1396, Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590-0001. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except for Federal holidays.

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Background

Guidance published in this **Federal Register** notice is provided for informational purposes. Specific questions on any of the material published in this notice should be directed to the appropriate contact person named in the caption **FOR FURTHER INFORMATION CONTACT**.

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: September 10, 1998.

Kenneth R. Wykle,
*Federal Highway Administration
Administrator.*

The text of the FHWA guidance memorandum follows:

ACTION: Request for Projects for Fiscal Year 1999 Interstate Discretionary (ID) Funds (Reply Due: September 15, 1998), July 16, 1998

Associate Administrator for Program Development, Regional Administrators, Division Administrators, HNG-12

The final set-aside of ID funds occurred with the FY 1996 IC apportionment. However, there is presently available a balance in ID funds of about \$63.4 million which have been carried over from prior years. These ID funds were held in reserve by FHWA to pay for its operating expenses in accordance with the provisions of Section 4(a)(1)(A) of the Surface Transportation Extension Act of 1997 (STEA). With the enactment of the Transportation Equity Act for the 21st Century (TEA-21) these ID funds are now available for distribution.

On June 11, 1997 (before the enactment of the STEA), FHWA issued a solicitation memorandum seeking applications from the States for these ID funds. No action was taken on these applications, however, as a result of the above legislation. Because the funding needs for previously received applications may have changed and other potential applications could be possible at this time, we are now again soliciting applications for these ID funds.

Please work with the States to identify viable projects to assure high quality candidates following the revised procedures outlined below. Also, any candidates submitted in response to our June 11, 1997, solicitation memorandum should be resubmitted if the State desires the project to continue to be considered.

Interstate Discretionary (ID) Funds

Eligibility

As in past years, only work eligible under the provisions of the Federal-Aid Highway Act of 1981 and included in the 1981 Interstate Cost Estimate is eligible for ID funding.

The ID funding request must be for ready-to-go projects in States which have obligated or will obligate during FY 1999 all available IC and ID funds. Applications should be submitted only for projects which will be ready for authorization by September 1, 1999; and in the case of construction projects, construction must begin within 90 days of obligation. Requests may include conversion of projects previously authorized as advance construction Interstate projects pursuant to Section 115 of 23 U.S.C.

Selection Criteria

To evaluate the submitted candidates for selection, we will be considering

several criteria. Although there are no statutory or regulatory criteria for selection of ID projects, the following criteria are so considered in the evaluation of candidates for this program:

1. Segments not open-to-traffic—Consideration will be given to eligible projects that will close gaps in the Interstate System.

2. State priorities—For States that submit more than one project, we give consideration to the individual State's priorities if specified.

3. Leveraging of private or other public funding—Because the requests for funding usually far exceed the available ID funds, commitment of other funding sources to complement the requested ID funds is an important factor.

In addition to the above criteria, project selection will also consider national geographic distribution among all of the discretionary programs as well as congressional direction or guidance provided on specific projects or programs.

Submission Requirements

Although there is no prescribed format for a project submission, the following information must be included in the application to properly evaluate the candidate projects. Those applications that do not include these items will be considered incomplete and returned.

1. State.
2. Federal-Aid Project Number.
3. Description of Project—Describe the project work to be completed under this request.
4. Project Location—Describe the specific location of the project, including route number and mileposts, if applicable.
5. County or Counties in which the project is located.
6. U.S. Congressional District No.(s) in which the project is located.
7. U.S. Congressional District Member's Name(s).
8. On Gap or Open to Traffic Segment.
9. Project Plan Status—PS & E status.
10. Estimated Authorization Date (month/year).
11. Estimated Construction Startup Date (month/year).
12. Total Project Cost.
13. Amount of ID funds requested—Indicate amount of ID funds being requested. If a State is willing to accept partial funding of this amount, that should be indicated.
14. An Obligation Schedule—Demonstrate how the State will obligate in FY 1999 all available IC and ID funds.
15. Commitment of Other Funds—Indicate the amounts and sources of any