

Cooperative Agreement

Based on the recommendations of the Review Group, the FHWA will identify those Pilot Program proposals which have the greatest potential for promoting the objectives of the Pilot Program, including demonstrating the effects of value pricing on driver behavior, traffic volume, ridesharing, transit ridership, air quality, availability of funds for transportation programs, and other measures of the effects of value pricing. Those Pilot Program candidates will then be invited to enter into negotiations with the FHWA to develop a cooperative agreement under which the scope of work for the value pricing program will be defined. The cooperative agreement will be governed by the Federal statutes and regulations cited in the agreement and 49 CFR part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments, as they relate to the acceptance and use of Federal funds for this program.

Prior to FHWA approval of pricing project implementation, value pricing programs must be shown to be consistent with Federal metropolitan and statewide planning requirements.

Projects outside metropolitan areas must be included in the approved statewide transportation improvement program and be selected in accordance with the requirements set forth in section 1204(f)(3) of TEA-21.

Those in metropolitan areas must be:

- (a) Included in, or consistent with, the approved metropolitan transportation plan (if the area is in nonattainment for a transportation related pollutant, the metro plan must be in conformance with the State air quality implementation plan);
- (b) included in the approved metro and statewide transportation improvement programs (if the metro area is in nonattainment for a transportation related pollutant, the metro transportation improvement program must be in conformance with the State air quality implementation plan);
- (c) selected in accordance with the requirements in Pub.L. No. 105-178, section 1203(h)(5) or (i)(2); and
- (d) consistent with any existing congestion management system in transportation management areas, developed pursuant to 23 U.S.C. 134(i)(3).

(Authority: 23 U.S.C. 315; sec. 1216(a), Pub. L. 105-178, 112 Stat. 107; 49 CFR 1.48).

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DEPARTMENT OF THE TREASURY

Office of the Secretary

List of Countries Requiring Cooperation With an International Boycott

In order to comply with the mandate of section 999(a)(3) of the Internal Revenue Code of 1986, the Department of the Treasury is publishing a current list of countries which may require participation in, or cooperation with, an international boycott (within the meaning of section 999(b)(3) of the Internal Revenue Code of 1986).

On the basis of the best information currently available to the Department of the Treasury, the following countries may require participation in, or cooperation with, an international boycott (within the meaning of section 999(b)(3) of the Internal Revenue Code of 1986)

Bahrain
Iraq
Kuwait
Lebanon
Libya
Oman
Qatar
Saudi Arabia
Syria
United Arab Emirates
Yemen, Republic of

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Philip West,

International Tax Counsel (Tax Policy).

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DEPARTMENT OF THE TREASURY

[Treasury Directive Number 74-06]

Home-to-Work Transportation Controls

September 15, 1998.

1. *Purpose.* This Directive establishes policy and sets forth responsibilities and reporting requirements concerning official use of Government passenger carriers, including motor vehicles, between an employee's residence and place of employment. This transportation is referred to as "home-to-work" in this Directive; this term also includes work-to-home transportation.

2. *Scope.* This Directive applies to all bureaus, the Departmental Offices (DO), the Office of Inspector General and the Office of the Inspector General for Tax Administration (all referred to herein as bureaus), with respect to the provision of home-to-work transportation to Treasury employees in normal duty (non-travel) status. This Directive does not apply to the use of a Government

passenger carrier in conformity with the Federal Travel Regulation (41 Code of Federal Regulations (CFR) part 301) in conjunction with official travel to perform temporary duty assignments outside the employee's commuting area and away from a designated or regular place of employment, nor does it apply where the Secretary has prescribed rules for incidental use, for other than official business, of vehicles owned or leased by the Government.

3. *Policy.* A Government passenger carrier (hereafter "Passenger Carrier") is a motor vehicle, aircraft, boat, ship, or other similar means of transportation that is owned or leased (including non-temporary duty rentals) by the Government, or has come into the possession of the Government by other means, including forfeiture or donation. Passenger carriers are to be used for official purposes only.

a. Use of a Passenger Carrier between an employee's residence and place of employment qualifies as transportation for an official purpose only in those situations permitted by 31 United States Code (U.S.C.) 1344. In the Department, this statute permits home-to-work transportation to be provided to the Secretary; and for other employees when the Secretary determines that:

(1) Home-to-work transportation for the Secretary's single principal deputy is appropriate;

(2) Transportation between residence and various locations is required for performance of field work, in accordance with applicable regulations;

(3) Transportation between residence and various locations is essential for safe and efficient performance of intelligence, counterintelligence, protective services or criminal law enforcement duties; or

(4) A clear and present danger, an emergency or other compelling operational considerations make home-to-work transportation essential to the conduct of official business.

b. Employees may use Passenger Carriers for home-to-work transportation only after a written determination permitting such use has been executed by the Secretary.

c. For home-to-work transportation provided under a determination made pursuant to paragraph 5.a, home-to-work transportation may be authorized only within a fifty mile commuting radius from the employee's place of employment. This restriction does not apply to situations contemplated in paragraphs 5.b, c, d, e or 6.

d. During home-to-work transportation provided under a determination made pursuant to paragraphs 5.a to 5.e, an employee may