

in the Toledo metropolitan area, and includes the extreme southeastern corner of Fulton County, and that portion of Wood County bounded generally by State Route 582 on the south, I-75 on the east, and I-475 on the north. At the western terminus near Napoleon, U.S. 24 is a four-lane, limited-access, divided highway for the first 0.5 miles, where it tapers to a two-lane section, just east of the TR 10 intersection. The two-lane section continues for the next 22.2 miles, until it crosses Dutch Road, just east of Waterville. There, it widens again to a four-lane, limited-access, divided highway for the last 2.6 miles.

This project is part of the "Fort to Port" corridor, identified in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) as one of 21 High Priority Corridors on the National Highway System. Further, in its statewide long-range transportation plan, the State of Ohio identified the U.S. 24 corridor, from the Indiana state line to Toledo, as a "macro-corridor," defined as "those corridors of statewide significance upon which rests the economic vitality of Ohio." At the eastern terminus, the city of Toledo is an internationally significant intermodal hub. Efficient connections to the Port of Toledo, the Toledo Express Airport, and the I-75/I-80/I-90 highway system are critical to the economic future of northwestern Ohio and northeastern Indiana.

A feasibility study was previously conducted within the Fort to Port corridor to evaluate the deficiencies of the existing route, create a program and schedule for the plan development process, develop a capital cost estimate for improvement, and summarize the impact of the proposed improvements on the regional economy. The study divided the 81-mile Fort to Port corridor into three planning sections for study. Each planning section is independent of the other two. Based principally on existing and projected traffic volumes, resulting capacity problems, accident rates, and increased truck traffic, the section of U.S. 24 that is the subject of this EIS, from Napoleon to Toledo, was made the first priority for development.

Alternatives will be developed that will address capacity, level of service, and safety deficiencies. It is expected that alternative solutions may consist of different alignments that diverge significantly from the existing corridor in some sections. The alternatives may also include improving and widening the existing roadway.

FHWA, ODOT, and other local agencies invite participation in defining the alternatives to be evaluated in the

EIS, and any significant social, economic, or environmental issues related to the alternatives. Information describing the purpose of the project, the proposed alternatives, the areas to be evaluated, the citizen involvement program, and the preliminary project schedule are available on the project's web site (<http://www.usrt24.com>).

Coordination with concerned federal, state, and local agencies will be conducted at four established concurrence points in ODOT's preliminary development process. The first public meetings will be held June 2 and 3, 1999.

Coordination will be continued throughout the study with federal, state, and local agencies, and with private organizations and citizens who express or are known to have interest in this proposal. The draft EIS will be available for public and agency review and comment prior to the official public hearing. To ensure that the full range of issues relating to this proposed action are addressed, and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be sent to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: August 18, 1999.

**Mr. Dan Dobson,**

*Field Operations Engineer, Federal Highway Administration, Columbus, Ohio.*

[FR Doc. 99-21955 Filed 8-23-99; 8:45 am]

BILLING CODE 4910-22-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Transit Administration**

**Over-the-Road Bus Accessibility Program Announcement of Project Selection**

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The U.S. Department of Transportation (DOT) Federal Transit Administration (FTA) announces the selection of projects under the Over-the-road Bus (OTRB) Accessibility Program, authorized by Section 3038 of the Transportation Equity Act for the 21st Century (TEA-21). The OTRB Accessibility Program makes funds available to private operators of over-

the-road buses to finance the incremental capital and training costs of complying with DOT's over-the-road bus accessibility final rule, published in a **Federal Register** Notice on September 24, 1998. In the first year of implementation, \$2 million was available for providers of intercity fixed-route services.

**SUPPLEMENTARY INFORMATION:**

**Projects Selected for Fiscal Year 1999 Funding**

A total of \$2.8 million was requested by 20 applicants around the nation. Project selections were made on a competitive basis, with 11 projects selected for funding as follows:

Peter Pan Bus Lines, Springfield, MA .....	\$101,000
Adirondack Transit Lines, Kingston, NY .....	150,000
Shortline (Hudson Transit Bus), Mahwa, NJ .....	150,000
Capitol Bus (Capitol Trailways of PA), Harrisburg, PA .....	102,293
Carl Bieber Tourways, Kutztown, PA .....	130,000
Frank Martz Coach, Wilkes Barre, PA .....	54,545
Jefferson Lines, Minneapolis, MN .....	107,280
Peoria Charter Coach, Peoria, IL .....	17,250
Greyhound, Dallas, TX .....	1,056,707
Burlington Trailways, West Burlington, IA .....	91,000
Northwestern Stage Lines, Spokane, WA .....	29,925
<b>Total .....</b>	<b>1,990,000</b>

The nine projects that were not selected for funding in this first year of implementation will be eligible to apply for funding next year. In addition to the \$2 million that will be available for intercity fixed-route providers in FY 2000, an additional \$1.7 million will be available for providers of other over-the-road bus services, such as commuter, charter and tour.

Eligible project costs may be incurred by awardees prior to final grant approval. The incremental capital cost for adding wheelchair lift equipment to any new vehicles delivered on or after June 9, 1998, the effective date of the Transportation Equity Act for the 21st Century, is eligible for funding under the over-the-road bus accessibility program.

Applicants selected for funding may be contacted by FTA regional offices if any additional information is needed before grants are made. The grant applications will be sent to the U.S. Department of Labor (DOL) for certification under the labor protection

requirements of the Federal Transit Act, Section 5333(b). After referring applications to affected employees represented by a labor organization, DOL will issue a certification to FTA. The terms and conditions of the certification will be incorporated in the FTA grant agreement under the new guidelines replacing these in 29 CFR Part 215. Please see Amendment to Section 5333(b), Guidelines To Carry Out New Programs Authorized by the Transportation Equity Act for the 21st Century (TEA-21); Final Rule (64 FR 40990, July 28, 1999).

Issued on August 19, 1999.

**Gordon J. Linton,**  
Administrator.

[FR Doc. 99-21922 Filed 8-23-99; 8:45 am]  
BILLING CODE 4910-57-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 99-6093; Notice 1]

#### Italjet S.p.A.; Receipt of Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 123

Italjet S.p.A., an Italian corporation, through Italjet USA ("Italjet") of New York City, NY, has applied for a temporary exemption of two years from a requirement of S5.2.1 (Table 1) of Federal Motor Vehicle Safety Standard No. 123 *Motorcycle Controls and Displays*. The basis of the request is that "compliance with the standard would prevent the manufacturer from selling a motor vehicle with an overall safety level at least equal to the overall safety level of nonexempt vehicles," 49 U.S.C. Sec. 30113(b)(3)(B)(iv).

We are publishing this notice of receipt of an application in accordance with the requirements of 49 U.S.C. 30113(b)(2). This action does not represent any judgment of the agency on the merits of the application.

Italjet has applied on behalf of its Torpedo 125, Formula 125, Millenium 125, and Millenium 150 motor scooters ("scooters"). The scooters are defined as "motorcycles" for purposes of compliance with the Federal motor vehicle safety standards. According to Italjet, its scooters have a peak motor output of 26 hp and a top speed of 60 miles per hour.

If a motorcycle is produced with rear wheel brakes, S5.2.1 of Standard No. 123 requires that the brakes be operable through the right foot control, though the left handlebar is permissible for motor driven cycles (Item 11, Table 1).

Italjet would like to use the left handlebar as the control for the rear brakes of the scooters, whose peak motor output of 26 hp produces more than the 5 hp maximum that separates motor driven cycles from motorcycles. The gear ratio of the vehicle is fixed, and "there is no need for the rider to shift gears, as on a standard motorcycle." Because of this, the scooters are "equipped with neither a clutch nor a clutch lever, and the left hand of the rider is free to operate a brake lever." Italjet states that it prefers this design, given its focus on European and Asian markets "where rear brake controls for scooters of all horsepower ratings are typically mounted on the left handlebar."

Italjet argues that the overall level of safety of the scooters equals or exceeds that of a motorcycle that complies with the brake control location requirement of Standard No. 123. It believes that "the prevalence of the left hand operated design in Europe and Asia is one strong indicator that a vehicle designed in this way can be operated safely." It believes that "vehicle safety might be somewhat enhanced with the left hand brake lever, as the hand (bare or gloved) is generally more capable of sensitive modulation of the braking force than the foot."

Italjet intends to field test a small number of the scooters in the American market in Fall 1999 to assess the design, and without an exemption it would be unable to do so. It wishes to consider whether the United States' scooter market offers sufficient sales potential to justify the creation of a design specifically for the United States that incorporates the right foot brake pedal. Alternatively, it may petition for rulemaking to amend Standard No. 123 to allow the hand-operated brake control on motorcycles with more than 5 hp.

Italjet anticipates sales of not more than 2500 scooters a year while an exemption is in effect. It believes that an exemption would be in the public interest and consistent with the objectives of traffic safety "because it would maintain an acceptable level of safety while accelerating the advancement of an important new class of vehicles for use by consumers and businesses."

Interested persons are invited to submit comments on the application described above. Comments should refer to the docket number and the notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the comment closing date indicated below will be considered, and will be available for examination in the docket at the above address both before and after that date. The Docket Room is open from 10:00 a.m. until 5:00 p.m. To the extent possible, comments filed after the closing date will also be considered.

Notice of final action on the application will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: September 23, 1999.

(49 U.S.C. 30113; delegations of authority at 49 CFR 1.50. and 501.8)

Issued on August 13, 1999.

**L. Robert Shelton,**

Associate Administrator for Safety Performance Standards.

[FR Doc. 99-21930 Filed 8-23-99; 8:45 am]  
BILLING CODE 4910-59-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-99-6092; Notice 1]

#### Lotus Cars Ltd.; Receipt of Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 201

Lotus Cars Ltd. ("Lotus") of Norwich, England, through Lotus Cars USA, Inc., has applied for a temporary exemption from S7, Performance Criterion, of Federal Motor Vehicle Safety Standard No. 201 *Occupant Protection in Interior Impact*, as described below. The basis of the application is that compliance would cause substantial economic hardship to a manufacturer that has tried in good faith to comply with the standard.

We are publishing this notice of receipt of the application in accordance with the requirements of 49 U.S.C. 30113(b)(2), and have made no judgment on the merits of the application.

The material below is taken from Lotus's application

#### Why Lotus Needs a Temporary Exemption

In August 1995, when S7, the new head injury criteria portion of Standard No. 201, was promulgated, Lotus was owned by the Italian owners of Bugatti, a company then in bankruptcy. That year, Lotus was able to produce only 835 cars, selling 152, or 18.2%, in the United States.