

7. The meeting will be recorded by a court reporter. A transcript of the meeting and written material submitted on fractional ownership programs will be included in the public docket. Each person interested in purchasing a copy of the transcript should contact the court reporter directly. This information will be available at the meeting.

8. The FAA will review and consider all material presented by participants at the public meeting.

9. The meeting is designed to solicit public views and more complete information relevant to the regulation of fractional ownership operation. Therefore, the meeting will be conducted in an informal and nonadversarial manner.

Issued in Washington, DC, on November 19, 1999.

L. Nicholas Lacey,

Director, Flight Standards Service.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Tippecanoe, Carroll and Cass Counties; Indiana

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Tippecanoe, Carroll and Cass Counties, Indiana.

FOR FURTHER INFORMATION CONTACT: Mr. Larry Heil, Planning and Program Development Manager, Federal Highway Administration, Room 254, Federal Office Building, 575 North Pennsylvania Street, Indianapolis, Indiana 46204, Telephone (317) 226-7491.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Indiana Department of Transportation (INDOT), will prepare an environmental impact statement (EIS) on a proposal to improve and/or relocate SR 25 from Lafayette to Logansport, a distance of approximately 54 kilometers (34 miles).

The proposed project was designated a high priority project by Congress in the Transportation Equity Act of the 21st Century (TEA-21). Improvements to the corridor are needed to reduce overall travel time, reduce traffic congestion and improve traffic safety.

The proposed project is the final element in the state's effort to provide a multilane highway from Lafayette to Fort Wayne.

The range of alternatives under consideration include the do nothing alternative, alternatives using various other transportation modes, widening the existing two-lane highway, and constructing a multi-lane controlled access highway on new location. The study of the build alternatives will consider various grade and alignment designs.

The scoping process will include early coordination with federal, state and local agencies; the preparation of a scoping document, including an environmental overview, and a scoping meeting. The scoping meeting will be held after all parties have had an opportunity to review the scoping document and proper notice has been given.

To ensure that the full range of issues related 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 directed to the FHWA at the address provided above.

This program is described in the 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: November 16, 1999.

Lawrence M. Heil,

Planning and Program Development Manager, Indianapolis, Indiana.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Prevention of Prohibited Drug Use in Transit Operations; Prevention of Alcohol Misuse in Transit Operations

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of random drug and alcohol testing rates.

SUMMARY: This notice announces the random testing rates for employers subject to the Federal Transit Administration's (FTA) drug and alcohol rules.

EFFECTIVE DATE: January 1, 2000.

FOR FURTHER INFORMATION CONTACT: Mark Snider, Drug and Alcohol Program Manager for the Office of Safety and Security, (202) 366-2896 (telephone) and (202) 366-7951 (fax). Electronic access to this and other documents concerning FTA's drug and alcohol testing rules may be obtained through the FTA World Wide Web home page at <http://www.fta.dot.gov>.

SUPPLEMENTARY INFORMATION: The FTA required large transit employers to begin drug and alcohol testing employees performing safety-sensitive functions on January 1, 1995, and to report, annually by March 15 of each year beginning in 1996, the number of such employees who had a verified positive for the use of prohibited drugs, and the number of such employees who tested positive for the misuse of alcohol. Small employers commenced their FTA-required testing on January 1, 1996, and began reporting the same information as the large employers beginning March 15, 1997. Employers are required annually to submit other data, not relevant here, in the same report; these data are available from the FTA as discussed below.

The 1994 rules established a random testing rate for prohibited drugs and the misuse of alcohol; specifically, the rules require that employers conduct random drug tests at a rate equivalent to at least 50 percent of their total number of safety-sensitive employees for prohibited drug use and at least 25 percent for the misuse of alcohol. The rules provide that the drug random testing rate may be lowered to 25 percent if the "positive rate" for the entire transit industry is less than one percent for two consecutive years. Once lowered, it may be raised to 50 percent if the positive rate equals or exceeds one percent for any one year. ("Positive rate" means the number of positive results for random drug tests conducted under part 653 plus the number of refusals of random tests required by part 653, divided by the total number of random drug tests, plus the number of refusals of random tests required by part 653.)

The alcohol rule provides that the random rate may be lowered to 10 percent if the "violation rate" for the entire transit industry is less than .5 percent for two consecutive years. It will remain at 25 percent if the "violation rate" is equal to or greater than .5 percent but less than one percent, and it will be raised to 50 percent if the "violation rate" is one percent or greater for any one year. ("Violation rate" means the number of covered employees found during random tests given under part 654 to