

PERMIT NO. TE 004401

Applicant: Robert Schmalzel, Tucson, Arizona.

Applicant requests authorization for scientific research and recovery purposes to conduct activities with the Pima pineapple cactus (*Coryphantha scheeri* var. *robustispina*) at the Arizona-Sonora Desert Museum in Arizona.

DATES: Written comments on these permit applications must be on or before March 27, 2000.

All comments received, including names and addresses, will become part of the official administrative record and may be made available to the public.

FOR FURTHER INFORMATION CONTACT: The U.S. Fish and Wildlife Service, Ecological Services, Division of Endangered Species/Permits, P.O. Box 1306, Albuquerque, New Mexico 87103. Please refer to the respective permit number for each application when requesting copies of documents. Documents and other information submitted with these applications are available for review, subject to the requirements of the Privacy Act and Freedom of Information Act, by any party who submits a written request for a copy of such documents within 30 days of the date of publication of this notice, to the address above.

Susan MacMullin,

Programmatic Assistant Regional Director, Ecological Services, Region 2, Albuquerque, New Mexico.

[FR Doc. 00-4370 Filed 2-23-00; 8:45 am]

BILLING CODE 4510-01-P

DEPARTMENT OF THE INTERIOR**Geological Survey****A Conversation With Customers on Future Science Directions**

AGENCY: U.S. Geological Survey, DOI.
ACTION: Notice of Customer Meeting.

SUMMARY: The USGS is sponsoring two days of listening sessions to help share its science directions for the year 2002 and beyond. The USGS is sponsoring these sessions as an opportunity for users of earth and life science data and research to share their views on future science directions of the USGS. The sessions will be organized around broad science topics and customers who have registered in advance will have an opportunity to give a brief presentation of their science needs and issues. Attendees are welcome to listen to any or all of the sessions. The purposes of this meeting are: (1) to give

stakeholders, customers, and others who have interest in the earth and life sciences an opportunity to provide input, from their perspectives and needs, on future science directions; (2) to engage in a dialog with stakeholders on their specific interests within broad science categories; and (3) to discuss opportunities for on-going stakeholder involvement in the development of science initiatives within USGS. The meeting is open to all interested stakeholders. Pre-registration, however, is requested, as meeting space is limited. Registration information is provided below.

DATES: March 22 and 23, 2000.

ADDRESSES: USGS National Center Headquarters, 12201 Sunrise Valley Drive, Reston, VA 20192.

FOR FURTHER INFORMATION CONTACT: Gail Wendt, USGS Office of External Affairs, 703-648-5604 or 703-648-4599 (gwendt@usgs.gov).

SUPPLEMENTARY INFORMATION:**1. Background**

As the nation's science agency for natural resources and the environment, the USGS is committed to meeting the health, safety and knowledge needs of the changing world around us. In order to ensure that the science directions and program development of the USGS is in concert with the needs of the public that it serves, the USGS is creating opportunities to have conversations with its customers and to seek their input. The March 22 and 23, 2000, meeting is the first such "Conversation with Customers" to be sponsored by the USGS.

2. Registration Information

Registration information can be obtained by sending an email message to conversation@usgs.gov. You may also call the USGS Office of External Affairs, 703-648-4599. Registered parties will receive a follow-up packet of information that provides an agenda and topics of the listening sessions for each day and the format for participation. Customers who have registered in advance will give a brief presentation (5-10 minutes) and will then engage in a roundtable discussion with USGS leaders. For anyone who wishes to provide input, but who cannot attend, please submit ideas to the same email address: conversation@usgs.gov.

Registration deadline is March 13, 2000.

Amy L. Holley,

Senior Advisor to the Director.

[FR Doc. 00-4275 Filed 2-23-00; 8:45 am]

BILLING CODE 4310-Y7-M

DEPARTMENT OF THE INTERIOR**Bureau of Indian Affairs****Grant availability to Federally Recognized Indian Tribes for Projects Implementing Traffic Safety on Indian Reservations**

AGENCY: Bureau of Indian Affairs, Interior.

ACTION: Notice.

SUMMARY: The Bureau of Indian Affairs (BIA) intends to make funds available to federally-recognized Indian tribes on an annual basis for the purpose of implementing traffic safety projects, which are designed to reduce the number of traffic crashes within Indian Country. Due to the limited funding available for this program, all projects will be reviewed and selected on a competitive basis. This notice informs Indian tribes that grant funds are available and that the information packets are forthcoming. Information packets will be distributed by the end of January of each program year to all tribal leaders on the latest Tribal Leaders List.

DATES: Requests for funds must be received by June 1 of each program year. Requests not received in the Office of the Indian Highway Safety Program by close of business on June 1 will not be considered.

ADDRESSES: Each tribe must submit their request to the Bureau of Indian Affairs, Division of Safety Management, Attention: Indian Highway Safety Program Coordinator, 505 Marquette Avenue, NW, Suite 1705, Albuquerque, NM 87102.

FOR FURTHER INFORMATION CONTACT: Tribes should direct questions concerning the grant program to Larry Archambeau, Indian Highway Safety Program Coordinator or to Charles L. Jaynes, Program Administrator, Telephone: (505) 248-5053.

SUPPLEMENTARY INFORMATION:**Background**

The Federal-Aid Highway Act of 1973 (Pub. L. 93-87) provides for U.S. Department of Transportation (DOT) funding to assist Indian tribes in implementing Highway Safety projects. The projects are designed to reduce the number of traffic crashes and their resulting fatalities, injuries, and property damage within Indian reservations. All federally-recognized Indian tribes on Indian reservations are eligible to receive this assistance. All tribes receiving awards of program funds are reimbursed for costs incurred

under the terms of 23 U.S.C. 402 and subsequent amendments.

Responsibilities

For purposes of application of the Act, Indian reservations are collectively considered a "State" and the Secretary of the Interior is considered the "Governor of a State." The Secretary of the Interior delegated the authority to administer the programs throughout all the reservations in the United States to the Assistant Secretary—Indian Affairs. The Assistant Secretary—Indian Affairs further delegated the responsibility for primary administration of the Indian Highway Safety Program to the Division of Safety Management located in Albuquerque, New Mexico. The Chief, Division of Safety Management as program administrator of the Indian Highway Safety Program, has three full-time staff members to assist in program matters and provide technical assistance to the Indian tribes. It is at this level that contacts with the DOT are made with respect to program approval, funding of projects and technical assistance. The DOT, through the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA), is responsible for ensuring that the Indian Highway Safety Program is carried out in accordance with 23 U.S.C. 402 and other applicable Federal statutes and regulations.

The NHTSA is responsible for the apportionment of funds to the Secretary of the Interior, review and approval of the Indian Highway Safety Plan involving NHTSA highway safety program areas and technical guidance and assistance to the BIA.

Program Areas

The Surface Transportation and Uniform Relocation Assistance Act of 1987, 23 U.S.C. 402(j), required DOT to conduct a rulemaking process to determine those programs most effective in reducing traffic crashes, injuries, and fatalities. Those program areas were determined to be national priority program areas, and include the following:

(1) NHTSA Program Areas: (a) Alcohol and Other Drug Countermeasures; (b) Police Traffic Services; (c) Occupant Protection; (d) Traffic records; (e) Emergency Medical Services; and (f) Safe Communities.

(2) FHWA Program Area: Roadway Safety.

(3) NHTSA and FHWA Program Area: Pedestrian and Bicycle Safety.

Funding Criteria

The Bureau of Indian Affairs will reimburse for eligible costs associated with the following:

(1) *Alcohol and Other Drug Countermeasures.* Salary and overtime (DWI enforcement officer), enforcement/education, NHTSA-approved training, approved breath-testing equipment (must be included on most recent Consumer Products List published by NHTSA), community/school alcohol traffic safety education, DWI offender education, prosecution, adjudication, and vehicle expenses.

(2) *Police Traffic Services.* Salary and overtime (traffic enforcement/education), traffic law enforcement/radar training, speed enforcement equipment (must be on Consumer Products List published by NHTSA), community/school education, and vehicle expenses.

(3) *Motorcycle, Pedestrian, Bicycle initiatives.*

(4) *Occupant Protection:*
(a) Child passenger safety—child car seat loaner program, car seat transportation/storage, and public information/education.

(b) Community seat belt program—salary, education/promotional materials, office expense, and NHTSA-approved Occupant Protection Usage and Enforcement (OPUE) training.

(5) *Traffic Records.* Salary, ADP equipment, and training.

(6) *Emergency Medical Services.* Training and public information/education.

(7) *Roadway Safety.* Traffic signs (warning, regulatory, work zone), hardware and sign posts, and Construction Zone Safety and Flagger Training.

(8) *Safe Community Projects.* Salary, project management, public information, law enforcement, prosecution, judiciary, and data management.

Project Guidelines

The BIA will send information packets to the tribes by January of each program year. Upon receipt of the information packet, each tribe should prepare a proposed project based on the following guidelines:

(1) *Program Planning.* Program planning shall be based upon the highway safety problems identified and countermeasures selected by the tribe, using a Safe Community concept for the purpose of reducing traffic crash factors.

(2) *Problem Identification.* Highway traffic safety problems shall be identified from the best data available. This data may be found in tribal

enforcement records on traffic crashes. Other sources of data include ambulance records, court and police arrest records. The problem identification process may be aided by using professional opinions of personnel in law enforcement, Indian Health Service, driver education, road engineers, education specialists, and judicial personnel. This data should accompany the funding request. Impact problems should be indicated during the identification process. An impact problem is a highway safety problem that contributes to car crashes, fatalities and/or injuries, and one that may be corrected by the application of countermeasures. Impact problems can be identified from analysis of statewide and/or tribal traffic records. The analyses should consider as a minimum: pedestrian, motorcycle, bicycle, passenger car, school bus, and truck crashes; records on problem drivers, roadside and roadway hazards, alcohol involvement, youth involvement, defective vehicle involvement, suspended or revoked driver involvement, speed involvement, child safety seat and seat belt usage. Data should accompany the funding request.

(3) *Countermeasures Selection.* When tribal traffic safety problems are identified, the tribe's Safe Community coalition must develop appropriate countermeasures to solve or reduce the problems. The tribe should take into account the overall cost of the countermeasures versus their possible effect on the problem.

(4) *Objectives/Performance Indicators.* After countermeasures selection, the objectives of the project must be expressed in clearly defined, time-framed and measurable terms.

(5) *Budget Format.* The activities to be funded shall be outlined in detail according to the following object groups: personnel services, travel, transportation, rent/communications, printing and reproduction, other services, equipment and training. Each object group shall be quantified; i.e., personnel activities should show number to be employed, hours to be employed, hourly rate of pay, etc. Each object group shall have sufficient detail to show what is to be procured, unit cost, quarter in which the procurement is to be made and the total cost, including any tribal contribution to the project.

(6) *Evaluation Plan.* Evaluation is the process of determining whether a highway safety activity should be undertaken, if it is being properly conducted, and if it has accomplished its objectives. The tribe must include in the funding request a plan explaining

how the evaluation will be accomplished and identifying the criteria to be used in measuring performance.

(7) *Technical Assistance.* The Indian Highway Safety Program staff will be available to tribes for technical assistance in the development of tribal projects.

(8) *Section 402 Project Length.* Section 402 funds may not be used to fund the same project at one location or jurisdiction for more than 3 years.

(9) *Certification Regarding Drug-free Workplace Requirement.* Indian tribes receiving highway safety grants through the Indian Highway Safety Program must certify that they will maintain a drug-free workplace. An individual authorized to sign for the tribe or reservation must sign the certification. The Department of Transportation must receive the certification before it will release grant funds for that tribe or reservation. The certification must be submitted with the tribal Highway Safety Project proposal.

Submission Deadline

Each tribe must submit its funding request to the BIA Indian Highway Safety Program, Albuquerque, New Mexico. The request must be received by the Indian Highway Safety Program by close of business June 1 of each program year. Requests for extension to this deadline will not be granted. Modifications of the funding request received after the close of the funding period will not be considered in the review and selection processes.

Selection Criteria

Each funding request will be reviewed and evaluated by the Indian Highway Safety Program staff, Law Enforcement staff, Department of Education staff, Office of Alcohol and Substance Abuse staff, and BIA Division of Transportation staff. Each staff member will rank the projects by assigning points to four areas of consideration. The areas of consideration are: (1) Magnitude of the problem, 50 points; (2) countermeasure selection, 40 points; (3) tribal leadership and community support, 10 points; and (4) past performance, 10 points.

Notification of Selection

The tribes selected to participate will be notified by letter. Each tribe selected must include in its proposal a certification regarding drug-free workplace requirements and a duly authorized tribal resolution. The certification and resolution must be on file before grant funds for the tribe or reservation can be released.

Notification of Non-Selection

The Program Administrator will notify each tribe of non-selection. The tribe will be provided the reason for non-selection.

Uniform Administrative Requirements for Grant-in-Aid

Uniform grant administration procedures have been established on a national basis for all grant-in-aid programs by DOT/NHTSA under 49 CFR part 18, "Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments." NHTSA and FHWA have codified uniform procedures for State Highway Safety Programs in 23 CFR parts 1200, 1204 and 1205. OMB Circular A-87 and NHTSA Order 462-13A have established cost principles applicable to grants and contracts with State and local government. It is the responsibility of the Indian Highway Safety Program to establish operating procedures consistent with the applicable provisions of these rules.

Standards for Financial Management System

Tribal financial management systems must provide:

- (1) Accurate, current, and complete disclosure of financial results of the Highway Safety project.
- (2) Adequate record keeping.
- (3) Control over and accountability for all funds and assets.
- (4) Comparison of actual expenditures with budgeted amounts.
- (5) Documentation of accounting records.

(6) Appropriate auditing. Highway Safety Projects will be included in the Tribal A-128 single audit requirement.

Tribes will provide a quarterly financial and program status report to the BIA Indian Highway Safety Program Coordinator, 505 Marquette, NW, Suite 1705, Albuquerque, New Mexico 87102. These reports will be submitted no later than 7 days beyond the reporting month.

Project Monitoring

During the program year, it is the responsibility of the BIA Indian Highway Safety Program to maintain a degree of project oversight, provide technical assistance as needed to assist the project in fulfilling its objectives, and assure that grant provisions are complied.

Project Evaluation

The BIA will conduct a performance evaluation for each Highway Safety project. The evaluation will measure the

actual accomplishments to the planned activity. The BIA will evaluate the project on-site at the discretion of the Indian Highway Safety Program Administrator.

Dated: February 17, 2000.

Kevin Gover,

Assistant Secretary—Indian Affairs.

[FR Doc. 00-4357 Filed 2-23-00; 8:45 am]

BILLING CODE 4310-02-P

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[OR-957-00-1420-BJ: GPO-0093]

Filing of Plats of Survey: Oregon/Washington

AGENCY: Bureau of Land Management.

ACTION: Notice.

SUMMARY: The plats of survey of the following described lands are scheduled to be officially filed in the Oregon State Office, Portland, Oregon, thirty (30) calendar days from this date of this publication.

Willamette Meridian

Oregon

T. 36 S., R. 5 W., accepted December 29, 1999
 T. 23 S., R. 5 W., accepted January 5, 2000
 T. 25 S., R. 7 W., accepted January 5, 2000
 T. 19 S., R. 2 W., accepted January 10, 2000
 T. 14 S., R. 29 E., accepted January 12, 2000
 T. 37 S., R. 6 W., accepted January 19, 2000
 T. 11 S., R. 2 E., accepted January 19, 2000

Washington

T. 28 N., R. 13 W., accepted December 29, 2000

If protests against a survey, as shown on any of the above plat(s), are received prior to the date of official filing, the filing will be stayed pending consideration of the protest(s). A plat will not be officially filed until the day after all protests have been dismissed and become final or appeals from the dismissal affirmed.

The plat(s) will be placed in the open files of the Oregon State Office, Bureau of Land Management, 1515 S.W. 5th Avenue, Portland, Oregon 97201, and will be available to the public as a matter of information only. Copies of the plat(s) may be obtained from the above office upon required payment. A person or party who wishes to protest against a survey must file with the State Director, Bureau of Land Management, Portland, Oregon, a notice that they wish to protest prior to the proposed official filing date given above. A statement of reasons for a protest may be filed with the notice of protest to the State Director, or the statement of