

- Prioritize the correction of any transmission or processing errors involving CDL/CMV convictions;
- Work to ensure that all courts use electronic transmission of CDL/CMV convictions if it is an available alternative; and
- Continuously improve the electronic conviction transmission system to take advantage of emerging technological advances.

### III. Judicial Outreach

SDLAs should strengthen their partnerships with the courts in their jurisdiction to bring about greater success in achieving compliance with the reporting requirements. SDLAs can take several steps to help strengthen these partnerships and their judicial outreach efforts if they:

- Determine which court personnel are most responsible for ensuring that information related to CDL/CMV offenses are transmitted to the SDLA in a timely manner; this may be the Judge, the Clerk of Court's Office, or the Prosecutor;
- Designate an individual or organizational unit within the SDLA as having responsibility to engage in judicial outreach activities;
- Ensure that all involved personnel understand the importance of timely conviction reporting. FMCSA evaluates compliance of the SDLA and all involved entities that impact the State's CDL program and contribute to compliance with the requirements of 49 CFR part 384;
- Engage in proactive steps to discuss process improvement, including site visits, routine e-mails or newsletters, and presentations at State or regional conferences;
- Request assistance in outreach efforts from other State level agencies and organizations if appropriate (*e.g.*, Administrative Office of the Courts, the Governor's Highway Safety Office, Associations/Counsels for judges, clerks, and prosecutors); and
- Request from FMCSA information and guidance on judicial training.

### IV. Utilize CDLIS

CDLIS has the capability to transmit conviction and disqualification information to other States. All States now have the ability to receive these convictions and disqualifications electronically. States should utilize this functionality whenever possible to expedite the transmission and final posting of CDL/CMV convictions and disqualifications.

### V. Statutory Reporting Periods

If State statutes address the timely reporting and posting of convictions, they must not conflict with the applicable Federal regulations (this includes court reporting convictions to the SDLA, the SDLA reporting out-of-State convictions to the SOR, or the SDLA posting in-State convictions to the DHR).

Some States have statutory or due process requirements that prevent courts from sending a conviction to the SDLA immediately upon disposition. This requirement generally allows for appeals or other procedural actions prior to the State posting the conviction to the DHR or sending it to the SOR. States reported to FMCSA that these mandatory holding periods negatively impact their ability to comply with the timeliness requirements. In these instances, FMCSA stands ready to discuss the requirements unique to each State and discuss alternatives that may reduce or eliminate the negative impact to the State's compliance.

### VI. Funding

SDLAs have secured various funding sources for electronic conviction reporting systems, including fees assessed against those convicted of traffic offenses, direct appropriation in the State's budget, or through other available revenue. The FMCSA encourages SDLAs to engage in direct communication with other SDLAs to solicit ideas and implementation strategies.

States also have the option of requesting grants from various Federal agencies, including FMCSA's CDL Program Improvement grant (CDLPI). While CDLPI grants cannot fund an entire statewide electronic conviction system, and cannot be used to support any effort indefinitely, States can request financial assistance to establish demonstration projects and other proof-of-concept efforts that can help SDLAs secure additional funding through other means.

### Compliance

FMCSA takes seriously its responsibility to ensure State compliance with all provisions of 49 CFR part 384, especially those involving the timely reporting and posting of convictions and disqualifications. FMCSA will work with the States to the greatest extent practicable to address the findings in the OIG report and to ensure compliance by using available electronic reporting and manual auditing methods. FMCSA will examine these reports and conduct audits

independently of any established evaluation cycle or review process. FMCSA will begin posting maps and matrices providing details regarding State compliance with timeliness requirements on the FMCSA Web site in the third quarter of fiscal year 2010. FMCSA will post this information quarterly. States should review this status information to determine the scope of the efforts needed to come into compliance.

Issued on: June 23, 2010.

**Anne S. Ferro,**  
Administrator.

[FR Doc. 2010-16218 Filed 7-1-10; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Surface Transportation Environment and Planning Cooperative Research Program (STEP)

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice.

**SUMMARY:** Section 5207 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established the Surface Transportation Environment and Planning Cooperative Research Program (STEP). The FHWA anticipates that the STEP or a similar program to provide resources for national research on issues related to planning, environment, and realty will be included in future surface transportation legislation. In Fiscal Year (FY) 2011, the FHWA expects to seek partnerships that can leverage limited research funding in the STEP with other stakeholders and partners in order to increase the total amount of resources available to meet the Nation's surface transportation research needs.

The purpose of this notice is to announce revisions to the STEP implementation strategy for FY 2011 and to request suggested lines of research for the FY 2011 STEP via the STEP Web site at <http://www.fhwa.dot.gov/hep/step/index.htm> in anticipation of future surface transportation legislation.

**DATES:** Suggestions for lines of research should be submitted to the STEP Web site on or before September 30, 2010.

**FOR FURTHER INFORMATION CONTACT:** Felicia Young, Office of Interstate and Border Planning, (202) 366-1263, [Felicia.young@dot.gov](mailto:Felicia.young@dot.gov); or Grace Reidy, Office of the Chief Counsel, (202) 366-6226; Federal Highway Administration,

1200 New Jersey Avenue, SE., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., *e.t.*, Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

**Electronic Access**

An electronic copy of this notice may be downloaded from the Office of the Federal Register's home page at <http://www.archives.gov> and the Government Printing Office's Web site at <http://www.access.gpo.gov>.

**Background**

Section 5207 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59, Aug. 10, 2005), established the Surface Transportation Environment and Planning Cooperative Research Program, in section 507 of Title 23, United States Code. The FHWA anticipates that the STEP or a similar program to provide resources for national research on issues related to planning, environment, and realty will be included in future surface transportation legislation. The general objective of the STEP is to improve understanding of the complex relationship between surface transportation, planning, and the environment.

The SAFETEA-LU provided \$16.875 million per year for FY 2006-2009 to implement this cooperative research program. Due to obligation limitations, recissions, and congressional designation of Title V Research in SAFETEA-LU, on average \$14.5 million of the \$16.875 million authorized was available each fiscal year. We anticipate similar funding levels in the next authorization.

The STEP is the primary source of funds for FHWA to conduct research and develop tools and technologies to advance the state of the practice regarding national surface transportation and environmental decisionmaking. In FY 2011, the FHWA expects to seek partnerships that can leverage limited research funding in the STEP with other stakeholders and partners in order to increase the total amount of resources available to meet the nation's surface transportation research needs.

*The FY 2011 STEP will support the implementation of a national research agenda that includes:*

- (1) Conducting research to develop climate change mitigation, adaptation and livability strategies;
- (2) Developing and/or supporting accurate models and tools for evaluating transportation measures and developed indicators of economic, social, and

environmental performance of transportation systems to facilitate alternative analysis;

(3) Developing and deploying research to address congestion reduction efforts;

(4) Developing transportation safety planning strategies for surface transportation systems and improvements;

(5) Improving planning, operation, and management of surface transportation systems and rights of way;

(6) Enhancing knowledge of strategies to improve transportation in rural areas and small communities;

(7) Strengthening and advancing State/local and tribal capabilities regarding surface transportation and the environment;

(8) Improving transportation decisionmaking and coordination across borders;

(9) Improving state of the practice regarding the impact of transportation on the environment;

(10) Conducting research to promote environmental streamlining/stewardship and sustainability;

(11) Disseminating research results and advances in state of the practice through peer exchanges, workshops, conferences, etc;

(12) Meeting additional priorities as determined by the Secretary; and

(13) Refining the scope and research emphases through active outreach and in consultation with stakeholders.

*The FHWA is issuing this notice to:* (1) To announce revisions to the STEP Implementation Strategy for the FY 2011 STEP in anticipation of future surface transportation legislation, and (2) to solicit comments on proposed research activities to be undertaken in the FY 2011 STEP via the STEP Web site. The STEP Implementation Strategy was revised to: Update information on the graph and chart regarding historical planning and environment research funding, and to add information about proposed FY 2011 STEP including proposed funding levels, goals, and potential research activities.

We invite the public to visit this Web site to obtain additional information on the STEP, as well as information on the process for forwarding comments to the FHWA regarding the STEP implementation plan. The URL for the STEP Web site is:

The FHWA will use this Web site as a major mechanism for informing the public regarding the status of the STEP.

**Authority:** 23 U.S.C. 507.

Issued on: June 21, 2010.

**Victor M. Mendez,**  
*Administrator.*

[FR Doc. 2010-15949 Filed 7-1-10; 8:45 am]

**BILLING CODE 4910-22-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

[Docket No. FHWA-2010-0059]

**Temporary Closure of I-70 (I-70/I-465 West Leg Interchange to the I-70/I-65 South Split Interchange) on October 7, 2010, in Indianapolis, IN**

**AGENCIES:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and Request for Comment.

**SUMMARY:** The Indiana Department of Transportation (INDOT) has requested FHWA approval of INDOT's proposed plan to temporarily close a segment of I-70 (from the I-70/I-465 west leg interchange to the I-70/I-65 south split interchange) on October 7, 2010, for a 12-hour period from 6 a.m. to 6 p.m. The closure is requested to accommodate a concentrated I-70 beautification project sponsored by INDOT. The request is based on the provisions 23 CFR 658.11 which authorizes the deletion of segments of the federally designated routes that make up the National Network designated in Appendix A of 23 CFR Part 658 upon approval by the FHWA.

The FHWA seeks comments from the general public on this request submitted by INDOT for a deletion in accordance with section 658.11(d) for the considerations discussed in this notice.

**DATES:** Comments must be received on or before 30 days after date of publication in the **Federal Register**.

**ADDRESSES:** The letter of request along with justifications can be viewed electronically at the docket established for this notice at <http://www.regulations.gov>. Hard copies of the documents will also be available for viewing at the DOT address listed below.

Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, or fax comments to (202) 493-2251. Alternatively, comments may be submitted via the Federal eRulemaking Portal at <http://www.regulations.gov> (follow the on-line instructions for submitting comments). All comments should include the docket number that appears in the