

forms, record-keeping, reporting and other requirements.

The Grantee organization will be responsible for issuing DS-2019 forms to participants in this program.

A copy of the complete regulations governing the administration of Exchange Visitor (J) programs is available at <http://exchanges.state.gov> or from: United States Department of State, Office of Exchange Coordination and Designation, ECA/EC/ECD-SA-44, Room 734, 301 4th Street, SW., Washington, DC 20547. Telephone: (202) 401-9810. FAX: (202) 401-9809.

Review Process

The Bureau will acknowledge receipt of all proposals and will review them for technical eligibility. Proposals will be deemed ineligible if they do not fully adhere to the guidelines stated herein and in the Solicitation Package. All eligible proposals will be reviewed by the program office, as well as the public diplomacy section of the U.S. Embassy in Belgrade including the branch office in Podgorica. Eligible proposals will be subject to compliance with Federal and Bureau regulations and guidelines and forwarded to Bureau grant panels for advisory review. Proposals may also be reviewed by the Office of the Legal Adviser or by other Department elements. Final funding decisions are at the discretion of the Department of State's Assistant Secretary for Educational and Cultural Affairs. Final technical authority for an assistance grant award resides with the Bureau's Grants Officer.

Review Criteria

Technically eligible applications will be competitively reviewed according to the criteria stated below. These criteria are not rank ordered and all carry equal weight in the proposal evaluation:

(1) *Broad and Enduring Significance of Project Objectives*

Project objectives should have significant and ongoing results for the participating institutions and for the surrounding communities by providing a deepened understanding of critical issues in public administration in Montenegro. Proposals should exhibit originality, substance, precision, and relevance to the Bureau's mission.

(2) *Creativity and Feasibility of Strategy To Achieve Project Objectives*

Strategies to achieve project objectives should be feasible and relevant to the transition process in the public sector of Montenegro and should be realistic within the projected budget and timeframe. A detailed agenda and

relevant work plan should demonstrate substantive undertakings and logistical capacity. The agenda and plan should be consistent with project objectives.

(3) *Institutional Commitment to Cooperation*

The proposed project should demonstrate significant understanding of the institutional and training needs and capacities of the partner institutions in Montenegro together with a strong commitment of the partner institutions, during and after the period of grant activity, to cooperate with one another in the mutual pursuit of institutional objectives.

(4) *Project Impact*

The proposed project should demonstrate significant potential long-term impact on public administration practices in Montenegro.

(5) *Support of Diversity*

Proposals should demonstrate substantive support of the Bureau's policy on diversity by explaining how issues of diversity are included in project objectives for all institutional partners. Issues resulting from differences of race, ethnicity, gender, religion, geography, socio-economic status, or physical challenge should be addressed during project implementation. In addition, project participants and administrators should reflect the diversity within the societies which they represent (*see* the section of this document on "Diversity, Freedom and Democracy Guidelines"). Proposals should also discuss how the various institutional partners approach diversity issues in their respective communities or societies.

(6) *Project Evaluation*

Proposals should include a plan and methodology to evaluate the degree to which project objectives have been addressed, both while the project is underway and at its conclusion. The final project evaluation should include an external evaluation component and should provide observations about the project's influence within the participating institutions as well as the surrounding communities.

(7) *Cost-effectiveness*

Administrative and program costs should be reasonable and appropriate with cost sharing provided by all participating institutions within the context of their respective capacities. We view cost sharing as a reflection of institutional commitment to the project.

Authority

Overall grant making authority for this program is contained in the Mutual Educational and Cultural Exchange Act of 1961, Pub. L. 87-256, as amended, also known as the Fulbright-Hays Act. The purpose of the Act is "to enable the Government of the United States to increase mutual understanding between the people of the United States and the people of other countries * * * ; to strengthen the ties which unite us with other nations by demonstrating the educational and cultural interests, developments, and achievements of the people of the United States and other nations * * * and thus to assist in the development of friendly, sympathetic and peaceful relations between the United States and the other countries of the world." The funding authority for the program above is provided through legislation. The funding authority for the program cited above is provided through the Support for East European Democracies (SEED) Act of 1989.

Notice

The terms and conditions published in this RFGP are binding and may not be modified by any Bureau representative. Explanatory information provided by the Bureau that contradicts published language will not be binding. Issuance of the RFGP does not constitute an award commitment on the part of the Government. The Bureau reserves the right to reduce, revise, or increase proposal budgets in accordance with the needs of the program and the availability of funds. Awards made will be subject to periodic reporting and evaluation requirements.

Notification

Final awards cannot be made until funds have been appropriated by Congress, allocated and committed through internal Bureau procedures.

Dated: April 3, 2003.

Patricia S. Harrison,

Assistant Secretary for Educational and Cultural Affairs, Department of State.

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

In the Matter of the Commuter Air Carrier Authority of Samoa Aviation, Inc.

AGENCY: Department of Transportation.

ACTION: Notice of Order to Show Cause (Order 2003-4-6), Docket OST-2003-14871.

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order that (1) finds that Samoa Aviation, Inc., has failed to demonstrate that it continues to meet the Department's fitness standards, and (2) revokes the company's commuter air carrier authority.

DATES: Persons wishing to file objections should do so no later than April 18, 2003.

ADDRESSES: Objections and answers to objections should be filed in Docket and addressed to the Department of Transportation Dockets (M-30, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Ms. Delores King, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-2343.

Dated: April 4, 2003.

Read C. Van De Water,

Assistant Secretary for Aviation and International Affairs.

[FR Doc. 03-8812 Filed 4-9-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Federal Highway Administration

Amendment to Supplemental Draft Environmental Impact Statement for the South Corridor Portion of the South/North Transit Corridor Project in the Portland, OR Metropolitan Area (Affects the Downtown Portland Segment Only)

AGENCY: Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent (NOI) to prepare an Amended Supplemental Draft Environmental Impact Statement.

SUMMARY: The FTA and the FHWA, in cooperation with Portland Metro and Tri-County Metropolitan Transportation District of Oregon (TriMet), (hereinafter "agencies") published a Supplemental Draft Environmental Impact Statement (hereinafter "SDEIS") in accordance with the National Environmental Policy Act (hereinafter "NEPA") in December

2002 for transit improvements in the South/North Transit Corridor (hereinafter the "South Corridor Project") of the Portland, Oregon metropolitan region. The North Corridor Interstate MAX FEIS was published and the project is under construction. Conditions have changed since the South/North DEIS and the South Corridor Project SDEIS were published. The agencies now intend to prepare an amendment to that SDEIS for transit improvements in the downtown Portland segment only.

The purpose of this new Notice of Intent is to re-notify interested parties of the intent to prepare an Amendment to the SDEIS (hereinafter referred to as "ASDEIS") and invite participation in the study. This study will focus on the impacts of adding the downtown Portland Transit Mall LRT alignment to the I-205 Light Rail Transit Project, a part of the South Corridor Project. The I-205 Light Rail Transit Project proposes to implement a major high capacity transit improvement in the South Corridor part of the South/North Corridor, that maintains livability in the metropolitan region, supports land use goals, optimizes the transportation system, is environmentally sensitive, reflects community values and is fiscally responsive. Three transit alternatives (described below) will be evaluated in the ASDEIS.

Meeting Dates: Agency Coordination Meeting: an agency coordination meeting will be held on April 22 at 1 pm, at the Portland Building Room C, 1120 SW Fifth Avenue, Portland, Oregon. **Public Information Meeting:** a public information meeting will be held on April 22 from 4 to 7 pm at the Portland Building Room C, 1120 SW Fifth Avenue, Portland, Oregon. The Portland Building is accessible to persons with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, should contact Kristin Hull at (503) 797-1864, at least 48-hours in advance of the meeting in order for Metro to make necessary arrangements.

FOR FURTHER INFORMATION CONTACT: **Agency Coordination meeting:** contact Sharon Kelly, Metro EIS Manager at (503) 797-1753 or (e-mail) KellyS@Metro.dst.or.us, Rebecca Reyes-Alicea, FTA Community Planner at (206) 220-4464 or (e-mail) rebecca.reyes-alicea@fta.dot.gov, Elton Chang, FHWA Environmental Engineer at (503) 587-4710 or elton.chang@fhwa.dot.gov. **Public Information meeting:** contact Kristin Hull, Metro Public Involvement

Coordinator at (503) 797-1864 or (e-mail) Hull@Metro.dst.or.us. **Written Comments** should be sent to Sharon Kelly, South Corridor Project, Metro, 600 NE Grand Avenue, Portland, OR 97232. Additional information on the South Corridor Project can also be found on the Metro Web site at: <http://www.metro-region.org>.

SUPPLEMENTARY INFORMATION:

I. Notice of Intent

This new NOI to prepare an ASDEIS is being published at this time to re-notify interested parties due to the changes that have occurred since the initial NOI (October 1993), publication of the South/North DEIS (February 1998), publication of the North Corridor Interstate MAX Light Rail Project FEIS (October 1999), and publication of the South Corridor Project SDEIS (December 2002). The project proponents are re-examining the downtown Portland Mall Alignment in the downtown Portland segment of the South Corridor. The FHWA and the FTA are Federal Co-Lead agencies. Because the study is primarily a transit study, FTA regulations and guidance will be used for the analysis and preparation of the ASDEIS.

II. Study Area

The South Corridor generally encompasses the southeast quadrant of the Portland, Oregon metropolitan area, including downtown Portland, Southeast Portland neighborhoods, the City of Milwaukie, the City of Gladstone, the City of Oregon City and urban unincorporated Clackamas County (east of the Willamette River). The focus of this supplemental study will be in the downtown Portland area.

III. Alternatives

Three Alternatives will be evaluated in the SDEIS. The *No-Build Alternative* will provide the basis for comparison of the build alternative. The No-Build Alternative includes the existing transportation system plus multi-modal transportation improvements that would be constructed under the Regional Transportation Plan Financially Constrained Transportation Network. The *I-205 Light Rail Alternative with the Cross Mall* includes 6.5 miles of new light rail transit connecting to the existing light rail system at Gateway and extending south along I-205 to the Clackamas Town Center area and then continuing into downtown Portland using the existing Eastside MAX line called the Cross Mall. The *I-205 Light Rail Alternative with the Portland Mall* includes 6.5 miles of new light rail transit connecting to the existing light rail system at Gateway and extending