

AMENDMENTS TO PFC APPROVALS

Amendment No. city, state	Amendment approved date	Amended approved net PFC revenue	Original approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
92-C-02-SJC, San Jose, CA	05/23/95	\$34,231,826	30,083,826	08/01/95	08/01/95
93-C-01-SJC, San Jose, CA	05/23/95	17,245,000	16,245,000	05/01/97	05/01/97
92-01-I-02-HSV, Huntsville, AL	05/25/95	20,831,051	20,831,051	11/01/08	11/01/08

Issued in Washington, DC, on June 20, 1995.
Sheryl Scarborough,
Acting Manager, Passenger Facility Charge Branch.
 [FR Doc. 95-15732 Filed 6-26-95; 8:45 am]
BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

Limited Competitive Cooperative Agreements to Medical Organizations to Support Campaign Safe & Sober

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.
ACTION: Notice of Limited Competitive Cooperative Agreements to Medical Organizations to Support Campaign Safe & Sober.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces the availability of FY 1995 limited competitive cooperative agreements to support the Secretary of Transportation's goals of increasing safety belt use to 75 percent and reducing the proportion of alcohol-related fatalities by 35 percent (to 11,000 annually) by the year 2005. This notice solicits applications from national, nonprofit medical organizations that are interested in developing and implementing projects under this program. Project emphasis will be placed on promoting legislation to upgrade safety belt laws, actively supporting the traffic safety efforts of the law enforcement community, promoting injury prevention, and enhancing capacity-building among the selected medical organizations' membership to work with the media to publicize Campaign Safe & Sober activities.

DATE: Applications must be received at the office designated below on or before August 18, 1995.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Rose Watson, 400 Seventh Street, SW., Room 5301, Washington, DC 20590. All applications submitted

must include a reference to NHTSA Limited Competitive Cooperative Agreement Program No. DTNH22-95-H-05202. Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

FOR FURTHER INFORMATION CONTACT: General administrative questions may be directed to Rose Watson, Office of Contracts and Procurement, at (202) 366-9557. Programmatic questions relating to this cooperative agreement should be directed to Ms. Fran Hurtado, Highway Safety Specialist, Room 5118 (NTS-11), 400 Seventh Street, SW., Washington, DC 20590, at (202) 366-1108.

SUPPLEMENTARY INFORMATION: Background

Traffic crashes are consistently the leading cause of death for persons between the ages of 5 and 32, and are a significant cause of death for all ages. About 40,000 people die in traffic crashes each year and 5 million persons are injured. Many of the deaths and injuries that occur on our roads are not the result of unavoidable incidents. Instead, the consequences of these crashes are the result of the failure to take proper precautions such as wearing safety belts and bicycle helmets, and exhibiting unsafe driving behaviors such as speeding and impaired driving. Reducing the number of deaths and injuries due to motor vehicle crashes is a significant problem warranting the attention not only of traffic safety professionals, but of medical, nursing and public health professionals as well.

Wearing safety belts is the most immediate and effective way of cutting the highway death toll—and strong occupant protection laws are the most effective way of increasing safety belt use. Highway deaths could be cut dramatically if all 50 states had primary safety belt use laws in effect. The Agency recognizes that usage rates are higher, and fatality rates are lower in states with primary enforcement.

(Note: With a primary enforcement law, a citation can be written whenever a law officer observes an unbelted driver or passenger. Nine States and Puerto Rico

currently have primary belt laws; all have use rates that exceed 70 percent.)

Because of the combination of population size and current usage rates, the Agency further recognizes that some States are likely to contribute more than others to reaching a national use rate of 75 percent by 1997. NHTSA believes that targeted Agency expertise and resources, as well as new private/public sector partnerships should be utilized to actively encourage and support high-potential States to set and achieve challenging, but reasonable use rates.

The importance of strengthening the partnership between the traffic safety and medical communities in motor vehicle related injury prevention programming has been recognized by both parties. Highway safety objectives have been included in "Healthy People 2000," the national health promotion and disease prevention objectives for the year 2000. NHTSA has included the establishment of cooperative traffic safety-medical-injury control programs in its priority plan. In addition, any future health care reform legislation in the Congress will have a major impact. Whatever action is finally taken, wellness and preventive health care initiatives are likely to be in the forefront of any effort to reduce the medical costs associated with illness and injury. This grant provides new opportunities for the Agency to solicit the involvement of the medical community in promoting motor vehicle injury prevention activity.

In 1993, Secretary of Transportation Federico Peña announced two new national highway safety goals: to reduce the proportion of highway fatalities that are alcohol-related to 43 percent, and to increase the national safety belt use rate to at least 75 percent by 1997. In 1994, the nation met and exceeded the Secretary's alcohol goals, and he has subsequently announced an aggressive new alcohol goal of reducing the proportion of alcohol-related fatalities by 35 percent (to 11,000 annually) by the year 2005.

In support of these goals, NHTSA is currently implementing an initiative called "Campaign Safe & Sober" that has become the centerpiece of the

Agency's traffic safety program over the next several years. It defines the federal strategy for reaching the Secretary's alcohol and belt use goals. Campaign activities will be supplemented by outreach programs involving public and private sector organizations.

Generally, however, Campaign Safe & Sober has three components:

- Public information and education to increase public awareness of the risks and costs of traffic crashes and to support enforcement efforts through highly visible media

- Improved legislation to provide enforceable traffic laws
- Enhanced enforcement to reduce alcohol-impaired driving and increase compliance with belt use laws through special Traffic Enforcement Programs (STEPS)

To further the overall goals of Campaign Safe & Sober, NHTSA is seeking increased participation of the injury control communities, including medical, nursing and public health organizations. The Agency has a long history of working with health and medical professionals, civic groups, and private sector organizations who can motivate people, through their interpersonal contacts, to exhibit safe driving behaviors. One of the most effective means of educating the public about various highway safety issues has been through these organizations. Many organizations have been committed to occupant protection and impaired driving issues over the years and have, individually, made contributions of time, materials, resources and effort to promote the cause.

In efforts to achieve the Secretary's goals, NHTSA proposes to initiate cooperative efforts with two national, nonprofit medical organizations. Each of the two organizations will develop a motor vehicle injury prevention program specific to the respective organization for implementation in mutually selected states and communities across the country. The program will focus on alcohol and occupant protection issues, but may be expanded to include activities in pedestrian, bicycle and motorcycle safety. Program efforts will be concentrated on working with the organization's members to effectively communicate with their legislators, colleagues, patients, the community and law enforcement officials in an effort to increase safety belt use.

The medical community plays a key role in influencing local and state decision makers and elected officials to promote programs and policies that discourage unhealthy behaviors (smoking, alcohol or other drug abuse,

etc.) and encourage healthy behaviors (wearing seat belts, bicycle and motorcycle helmets, use of child safety seats, etc.). However, the potential for medical leadership in the public policy arena often goes unrealized. Capacity-building in the medical community needs to be encouraged to augment existing advocacy, legislative and media skills.

Objectives

Under this cooperative agreement, the concepts of injury control, through the promotion of safe traffic safety behaviors, will be advanced. Specific objectives for this cooperative agreement program are as follows:

1. To promote effective traffic safety legislation, with special emphasis on primary safety belt use law upgrades and on broader child safety seat legislation.

2. To work effectively with the media to support the efforts of police to enforce occupant protection (and alcohol-impaired driving) laws.

3. To motivate members of these two national medical organizations and members of the public they serve to adopt traffic-related behaviors that promote safety and health.

Anticipated activities of this cooperative agreement for each of the two medical organizations are:

1. An assessment of existing motor vehicle/injury control prevention activity currently being conducted by the organization.

2. The development, pilot testing and evaluation of a capacity-building workshop for the organization's membership to enhance the media and advocacy skills necessary to support targeted legislative and enforcement activities; and other Campaign Safe & Sober initiatives.

3. Development of policy statements for the organization in support of traffic safety legislation and enforcement.

4. Development and implementation of a focused, mutually-agreed upon strategy (or strategies) targeting high potential States to support legislative and enforcement efforts. Possible approaches include: identification and development of "resource members" to provide technical assistance (on-site, by telephone or by mail) to individual State/local organizations to prepare letter-writing campaigns, to prepare and deliver testimony at legislative hearings, to make personal appearances at key meetings/events and in media interviews, etc.

Anticipated outcomes include:

1. An increase in the number and quality of motor prevention activities conducted by the organizations'

members (ie., civic and professional presentations; media appearances; placement of editorials and articles in organizational publications and in the print media).

2. An observable increase in support for local and statewide (alcohol and safety belt) law enforcement efforts in selected sites.

3. An increase in the number of medical professionals who are involved in traffic safety legislative advocacy activities (ie. preparation and delivery of testimony, engaging in dialogue with legislators, taking leadership roles in traffic safety advocacy coalitions.)

Specific Tasks

1. The contractor shall meet with the COTR within one week after the award of the contract to review details of the contractor's proposed work plan and schedules for this project.

2. The contractor shall work with NHTSA to mutually identify high potential States that are likely to contribute to reaching a national safety belt use rate of 75 percent by 1997.

3. The contractor shall adapt or develop materials to be used to educate members in high potential States.

4. The contractor shall develop a "capacity-building" strategy for member to work with the media in high potential States to provide support for legislative, enforcement and other ongoing prevention efforts (including media efforts, letter-writing capacity, presenting testimony, etc.)

5. The contractor shall identify and train members in high potential States to deliver support for legislative and enforcement activities.

6. The contractor or affiliates shall pilot test the capacity-building strategies and resulting traffic safety advocacy using members selected by the medical organization.

7. A description of pilot activities will be required by the COTR before the pilot testing commences. Contingent with the submission of the test plan, the contractor shall present the COTR a detailed method of evaluating the effectiveness of the strategies.

8. The contractor shall implement these support activities.

9. It is imperative that the contractor make provisions in his/her organization to continue the implementation of the strategies developed after the termination of this cooperative agreement within each of the target areas for at least two years. Emphasis should be placed on making this an ongoing program that is self-sufficient. NHTSA will be prepared to offer suggestions that may assist the contractor to achieve this goal.

10. Quarterly progress reports will be provided. The contractor shall, upon completion of this project, present to NHTSA a detailed report of the entire project.

Deliverables

A final list of required deliverables will be developed in accordance with the accepted proposal prior to award. For planning purposes, the Agency anticipates that the required deliverables will include the following:
 Work Plan and Schedules—1 Week, 3 Weeks and 4 Weeks after award
 Progress Reports—Quarterly
 Final Report (Draft)—1 Year after award
 Plan for Self-sustenance, Final Report—2 Months after project completion

NHTSA Role in Activities

The NHTSA Office of Occupant Protection (OOP), National Organizations Division (NTS-11) will be involved in all activities undertaken as part of this cooperative agreement program and will:

1. Provide a project officer to participate in the planning and management of the cooperative agreement and to coordinate activities between the organization and OOP
2. Make available information and technical assistance from government sources, including a copy of the previously conducted NHTSA study. Additional assistance shall be within resources available
3. Provide liaison with government and private agencies as appropriate.

Evaluation Criteria and Review Process

Proposals must demonstrate that the applicant meet all eligibility requirements listed above. Proposals will be evaluated based upon bid price and upon the following weighted six factors:

1. Potential Project Impact—25 points. What the organization proposes to accomplish and the potential of the proposed project to significantly contribute to achieving the Secretary's national alcohol and belts goals through Campaign Safe & Sober
2. Proposed Approach or Strategy—25 points. The extent to which the project addresses foreseeable barriers to gaining significant involvement of the medical professionals in motor vehicle injury prevention advocacy programs. These barriers include awareness, motivation, instruction, and personal and financial limitations.
3. Experience and Capability of Organization—20 points. The overall experience, capability and commitment of the organization to facilitate involvement of its membership in the

promotion of motor vehicle injury control.

4. Soundness of the Proposed Work Plan—15 points. The soundness and feasibility of the proposed approach or work plan, including the evaluation to assess program effectiveness and outcomes.

5. Proposed Administrative Plan—10 points. How the organization will provide the administrative capability and staff expertise necessary to complete the proposed project.

6. Proposed Coordination Plan—5 points. The proposed coordination with and use of other available resources, including collaboration with state highway safety offices and other existing or planned state and community motor vehicle injury control programs.

Upon receipt of applications by the agency, they will be screened to assure that all eligibility requirements have been met. Applications will be reviewed by NHTSA staff using the criteria outlined above. The results of this review will be recommendations to the agency management for Competitive Cooperative Agreement award.

Support, Terms and Conditions

Contingent on the availability of funds, satisfactory performance, and continued demonstrated need, this cooperative agreement may be awarded for a project period of up to twelve months. The application for the funding period (12 months) should address what is proposed and can be satisfactorily accomplished during that period.

The anticipated funding level for this cooperative agreement in FY 95 is \$150,000, or \$75,000 for each of two (2) organizations. Federal funds should be viewed as seed money to assist organizations in the development of traffic safety initiatives. Monies allocated in this cooperative agreement are not intended to cover all of the costs that will be incurred in completing this project. Applicants should demonstrate a commitment of financial and in-kind resources to the support of this project.

The organizations participating in this cooperative agreement program may use awarded funds to support salaries of individuals assigned to the project, the development or purchase of direct program materials, direct program-related activities, or for travel related to the cooperative agreement.

The award recipient will be required to submit quarterly progress reports on a schedule to be determined after award. In addition, the recipient will be required to submit a detailed final summary report describing the project and its outcomes no later than two (2)

months after termination of this agreement.

Eligibility Requirements

In order to be eligible to participate in this cooperative agreement, an organization must meet the following requirements:

1. Be a private, national, non-profit medical organization;
2. Have an established membership structure with state/local chapters or affiliates in a broad geographic region of the country;
3. Have in place a schedule of annual regional/state conference or conventions and a variety of communication mechanisms that are appropriate for educating and motivating members and other constituents to become involved in legislative advocacy and implementation support of occupant protection laws;
4. Demonstrate an understanding of occupant protection issues: and
5. Demonstrate top level support within the organization for the project and, where appropriate, demonstrate similar support from the membership or local affiliates.

Application Procedures

1. All applications must be covered by a signed copy of OMB Standard Form 424 (revised 4/88, including 424A and 424B) "Application for Federal Assistance" with the required information filled in and the certified assurances included. This form is available from the NHTSA Office of Contracts and Procurement (NAD-30), 400 Seventh Street, SW., Washington, DC 20590, (202 366-0607). Form 424-A deals with budget information, and Section B identifies Budget Categories, the available space does not permit for a level of detail which is sufficient to provide for a useful evaluation of the proposed costs. A supplemental sheet should be provided which presents a detailed breakdown of the proposed costs.

2. Applications shall include a program narrative statement which addresses the following:

A. Goals and Objectives

(i) Demonstrates the need for the assistance and states the principle and subordinate objectives of the project. Supporting documentation from concerned interests other than the applicant can be used. Any relevant data based on planning studies should be included or footnoted.

(ii) Identifies the results and benefits to be derived.

B. Approach

(i) Outlines a plan of action pertaining to the scope and detail on how the proposed work will be accomplished. Include the reasons for taking this approach as opposed to other approaches.

(ii) Describes any unusual features, such as design or technological innovations and extraordinary social/community involvement.

(iii) Provides quantitative projections of the accomplishments to be achieved, if possible, or lists the activities in chronological order to show the schedule of accomplishments and their target dates.

(iv) Identifies the kinds of data to be collected and maintained, and discusses the criteria to be used to evaluate the results. Explains the methodology that will be used to determine if the needs identified and discussed are being met and if the results and benefits identified are being achieved.

(v) Lists each organization, corporation, consultant, or other individual who will work on the project along with a short description of the nature of their effort or contribution and relevant experience.

3. Applications must be typed on one side of the page only. The original and two copies of each application must be submitted. An applicant may submit an additional four copies to facilitate the review process, but there is no requirement or obligation to do so.

Terms and Conditions of the Award

Prior to the award, each recipient must comply with the certification requirements of 49 CFR part 29—Department of Transportation. During the effective period of the cooperative agreement awarded as a result of this notice, the agreements shall be submitted to general administrative requirements of OMB Circular A-110 (or the "common rule", if effected prior to the award), the cost principles of OMB Circular A-21 or A-22, as applicable to the recipient, and the provisions of 49 CFR part 29, Governmentwide Debarment and Suspension (nonprocurement).

Issued On: June 21, 1995.

James H. Hedlund,

Acting Associate Administrator, Traffic Safety Programs.

[FR Doc. 95-15667 Filed 6-26-95; 8:45 am]

BILLING CODE 4910-59-M

DEPARTMENT OF THE TREASURY**Public Information Collection Requirements Submitted to OMB for Review**

June 20, 1995.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

Departmental Offices/Office of Data Management

OMB Number: 1505-0017.

Form Number: International Capital Form BC, International Capital Form BC(SA).

Type of Review: Extension.

Title: Reporting Bank's Own Claims and Selected Claims of Broker or Dealer, On Foreigners, Denominated in Dollars.

Description: This report is required by law (22 U.S.C. 95a, 286f and 3103) for timely and accurate information on U.S. international capital movements including data on the dollar claims of banks, other depository institutions, brokers and dealers *vis-a-vis* foreigners.

Respondents: Businesses or other for-profit.

Estimated Number of Respondents: 825.

Estimated Burden Hours Per

Response: 7 hours.

Frequency of Response: Monthly.

Estimated Total Reporting Burden: 69,300 hours.

OMB Number: 1505-0019.

Form Number: International Capital Form BL-1, International Capital Form BL-1(SA).

Type of Review: Extension.

Title: Reporting Bank's Own Liabilities, and Selected Liabilities of Broker or Dealer, To Foreigners, Denominated in Dollars.

Description: This report is required by law (22 U.S.C. 95a, 22 U.S.C. 286f and 3103) for timely and accurate information on U.S. international capital movements, including data on the dollar liabilities of banks, other depository institutions, brokers and dealers *vis-a-vis* foreigners.

Respondents: Businesses or other for-profit.

Estimated Number of Respondents: 900.

Estimated Burden Hours Per Response: 7 hours.

Frequency of Response: Monthly.

Estimated Total Reporting Burden: 75,600 hours.

Clearance Officer: Lois K. Holland, (202) 622-1563, Departmental Offices, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

OMB Reviewer: Milo Sunderhauf (202) 395-7340, Office of Management and Budget, Room 10226, New Executive Office Building, Washington, DC 20503.

Lois K. Holland,

Departmental Reports Management Officer.

[FR Doc. 95-15735 Filed 6-26-95; 8:45 am]

BILLING CODE 4810-25-P

Public Information Collection Requirements Submitted to OMB for Review

June 20, 1995.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

Financial Management Service (FMS)

OMB Number: 1510-0007.

Form Number: Standard Form 1199A.

Type of Review: Extension.

Title: Direct Deposit Sign-Up Form.

Description: The Direct Deposit Sign-Up Form is used by recipients to authorize the deposit of Federal payments into their accounts at financial institutions. This information is used to route the Direct Deposit payment to the correct account at the correct financial institution. It identifies persons who have processed the form.

Respondents: Individuals or households, Business or other for-profit, Federal Government.

Estimated Number of Respondents: 3,850,000.

Estimated Burden Hours Per

Response: 10 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting Burden: 654,500 hours.

OMB Number: 1510-0027.

Form Number: POD 1681.

Type of Review: Extension.

Title: Application for Payment of a Deceased Depositor's Postal Savings.