

FOR FURTHER INFORMATION CONTACT:

Complete copies of each NHTSA request for collection of information approval may be obtained at no charge from Mr. Ed Kosek, NHTSA Information Collection Clearance Officer, NHTSA, 400 Seventh Street, S.W., Room 6123, Washington, D.C. 20590. Mr. Kosek's telephone number is (202) 366-2589. Please identify the relevant collection of information by referring to its OMB Clearance Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the Federal Register providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks public comment on the following four proposed collections of information:

Consolidate Labeling Requirements for Motor Vehicles (Except VIN's)

Type of Request—Extension of a currently approved collection.

OMB Clearance Number—2127-0512
Form Number—This collection of information uses no standard form.

Requested Expiration Date of Approval—Three years from the approval date.

Summary of the Collection of Information—NHTSA requires labeling on various components of motor vehicles. This notice requests comments on the labeling requirements related to:

(1) Master cylinder reservoirs to include a brake fluid warning statement.

(2) Certification labeling on motor vehicle glazing (window material).

(3) Safety belt identification labels, and

(4) Vehicle certification labels.

Description of the need for the information and proposed use of the information—NHTSA requires the label information discussed here for two basic reasons. First, the brake fluid warning and the safety belt labeling are provided to consumers to facilitate proper repair and maintenance of their vehicles. The glazing labels and vehicle certification labels are required as written certifications by equipment and vehicle manufacturers. These labels are the manufacturer's testament that the items are being sold with the manufacturer's assurance that the vehicles or equipment comply with the applicable Federal motor vehicle safety standards.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)—These labels are placed on each master cylinder reservoir, each piece of motor vehicle glazing, each safety belt and every motor vehicle intended for retail sale.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—NHTSA estimates that all manufacturers will need a total of 76,317 hours to comply with these requirements, at total annual cost of \$1,533,500.

Authority: 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Dated: August 30, 1996.

Patricia Breslin,

Acting Associate Administrator for Safety Performance Standards.

[FR Doc. 96-30512 Filed 11-27-96; 8:45 am]

BILLING CODE 4910-59-P

Discretionary Cooperative Agreements To Assist in the Development of Crash Outcome Data Evaluation Systems (CODES) for States not Previously Funded to Develop CODES

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Announcement of discretionary cooperative agreements to assist in the development and use of Crash Outcome Data Evaluation Systems (CODES) in states not previously funded to develop CODES.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement program to assist states in the

development and use of Crash Outcome Data Evaluation Systems (CODES) and solicits applications for projects under this program from states who have not previously been funded to develop CODES. Under this program states will link their existing statewide traffic records with medical outcome and charge data. The linked data will be used to support highway safety decision-making at the local, regional, and state levels to reduce deaths, non-fatal injuries, and health care costs resulting from motor vehicle crashes. The linkage will involve statewide, population-based data for the two years, 1995 and 1996. The linkage and application of the linked data for decision-making must be completed within 18 months of the funding date.

DATES: Applications must be received at the office designated below on or before February 28, 1997.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30). ATTN: Henrietta R. Mosley, 400 7th Street, SW., Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. DTNH22-97-H-07015. Interested applicants should contact Ms. Mosley to obtain the application packet. Included in the application packet are reports about data linkage and applications for linked data developed by the CODES project.

FOR FURTHER INFORMATION CONTACT: General administrative questions may be directed to Henrietta R. Mosley, Office of Contracts and Procurement, at (202) 366-9570. Programmatic questions relating to this cooperative agreement program should be directed to Ms. Tina Morgan, New CODES COTR, NHTSA, Room 6125, (NRD-31) 400 7th Street SW., Washington, DC, 20590; (202) 366-0183.

SUPPLEMENTARY INFORMATION:

Statement of Work

Background

Crash data alone are unable to convey the magnitude of the medical and financial consequences of the injuries resulting from motor vehicle crashes or the success of highway safety decision-making to prevent them. Outcome information describing what happens to all persons involved in motor vehicle crashes, regardless of injury, is needed.

Person specific outcome information is collected at the crash scene and en route by EMS personnel, at the emergency department, in the hospital,

and after discharge. When these data are computerized and merged statewide, they generate a source of population-based data that are available for use by state and local traffic safety and public health professionals. Linking these records to statewide crash data collected by police at the scene is the key to developing relationships among specific vehicle, crash, and occupant behavior characteristics and their medical and financial outcomes.

The feasibility of linking crash and medical outcome (EMS, emergency department, hospital discharge, death certificate, claims, etc.) data was demonstrated by the Crash Outcome Data Evaluation System (CODES) project. This project evolved from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) which mandated that the National Traffic Safety Administration (NHTSA) prepare a Report to Congress about the benefits of safety belt and motorcycle helmet use. NHTSA provided funding to the States of Hawaii, Maine, Missouri, New York, Pennsylvania, Utah, and Wisconsin to link their state data and use the linked data to analyze the effectiveness of safety belts and motorcycle helmets. The Report was delivered to Congress in February, 1996.

Beyond the feasibility of linking data, the CODES project demonstrated that linked data have many uses for decision-making related to highway safety and injury control. In addition to demonstrating the effectiveness of safety belts and motorcycle helmets on death, injury, and costs, the linked data were used to identify populations at risk for increased severity or high health care costs, the impact of different occupant behaviors on outcome, the safety needs at the community level, the allocation of resources for emergency medical services, the injury patterns by type of roadway and geographic location, and the benefits of collaboration on data quality. Crash, vehicle, and behavior characteristics linked with outcome information enable decision-makers to identify those prevention programs that will have the most impact on preventing or reducing the medical and financial costs associated with motor vehicle crashes.

Because CODES focused on using existing data resources for new applications, its success within each state depended upon collaboration among the existing data owners, particularly the technical experts who had experience collecting, computerizing, and analyzing the state data. States that trained this group to perform the linkage and develop

applications for the linked data found it easier to institutionalize CODES.

The CODES states demonstrated that data linkage helped fulfill their expanded data needs without the additional expense and delay of new data collection. The linkage process itself provided feedback about data quality and content problems which led to improvements in the state data. Because NHTSA relies on state data for its various functions, it is also in NHTSA's interest to develop data linkage capabilities among all of the states nationally as a means not only to obtain outcome information but also to improve the quality of state data.

Objective

The objective of this Cooperative Agreement is to provide resources for states to:

1. Develop and institutionalize the capability to link state crash and medical outcome data to identify the medical and financial consequences of motor vehicle crashes.
2. Utilize this information in crash analysis, problem identification, and program evaluation to improve decision-making at the local, state, and national levels related to preventing or reducing deaths, injuries, and direct medical costs associated with motor vehicle crashes.

This cooperative agreement is not intended to fund basic development of data systems. However, it is hoped that this project will inspire those States who have already decided to develop state data to expedite their processes in order to become eligible for CODES funding.

General Project Requirements

1. Link statewide crash to medical outcome data for calendar year 1995 and 1996.

a. Develop a statewide Crash Outcome Data Evaluation System (CODES) that includes outcome information for all persons, injured and uninjured, involved in police reported motor vehicle crashes during 1995 and 1996.

(1) As a minimum, the CODES should consist of statewide crash data linked to hospital, and either EMS or emergency department data, preferably both.

(2) Additional state data (driver licensing, vehicle registration, citation/conviction records, insurance claims, HMO/managed care/etc. outpatient records, etc.) should be linked as necessary to meet State objectives.

b. Set up processes for collaboration among the technical experts who manage the data files being linked.

c. Assign an agency(s) to be responsible for obtaining a computer

dedicated for linkage, installing and implementing the linkage software, loading the data files to be linked, performing the linkage and validating the linkage results.

(1) Implement probabilistic linkage methodology to facilitate tracking the crash victim from the scene to final disposition/recovery using existing computerized statewide, population-based databases.

(2) Validate the linkage results by evaluating the rate of false positives and false negatives among the linked and unlinked records.

d. Document the file preparation, linkage and validation processes so the grantee will be able to easily repeat during subsequent years after Federal funding ends.

e. Provide NHTSA a copy of the linked data file with supporting documentation as specified by the COTR for NHTSA's internal use. NHTSA will use these data according to the data use agreement included as part of the application packet. Transfer of the linked data to NHTSA does not include transfer of the ownership of the linked data. NHTSA has no authority or responsibility to release the linked data to the public. NHTSA's responsibility is to serve as the facilitator for developing data linkage capabilities at the state level and to encourage use of the linked data for decision making by the state.

2. Use the linked data to influence highway safety and injury control decision-making.

a. Describe the different types of decision-making processes, currently being utilized in the State, that identify highway safety and injury control objectives and prioritize prevention programs to have the most impact on reducing death, injury and direct medical costs associated with motor vehicle crashes.

b. Describe why linked data are needed to make these decision-making processes more effective and how the data will be incorporated.

c. Implement at least one application of linked data to influence highway safety and injury control decision-making that is expected to have a positive impact on reducing death, injury, and direct medical costs.

3. Develop the computer programs needed to translate the linked data into information useful for highway safety and injury control at the local, regional, or state level.

a. Develop a public-use version of the linked data, copies of which will be distributed upon request.

b. Develop the resources necessary to respond to increasing requests for data and access to the linked data for

analytical, management, planning, and other purposes after Federal funding ends.

c. Use the Internet and other electronic mechanisms to efficiently distribute and share information generated from the linked data.

4. Promote collaboration among the owners and users of the state data to facilitate data linkage and applications for linked data.

a. Establish a statewide CODES collaborative network.

(1) Convene a Board of Directors consisting of the data owners and major users of the State data. The CODES Board of Directors will be responsible for managing and institutionalizing the linked data, establishing the data release policies for the linked data, supporting the activities of the grantee, ensuring that data linkage and application activities are appropriately coordinated within the State, and resolving common issues related to data accessibility, availability, completeness, quality, confidentiality, transfer, ownership, fee for service, management etc. The CODES Board of Directors will meet monthly.

(2) Convene a CODES Advisory Group consisting of the CODES Board of Directors and other stakeholders interested in the use of linked data to support highway safety, injury control, EMS, etc. The CODES Advisory Committee will be informed of the results of the data linkage, application of the data for decision-making, the quality of the state data for linkage and the quality of the linked data for analysis. The CODES Advisory Committee will meet twice a year.

b. Promote coordination of the various stakeholders through use of the Internet, teleconferencing, joint meetings, and other mechanisms to ensure frequent communication between all parties to minimize the expense of travel.

5. Work collaboratively with NHTSA to implement the Cooperative Agreement.

a. Attend Briefing Meeting: Each grantee shall attend a briefing meeting (date and time to be scheduled within 30 days after the award) in Washington, DC with NHTSA staff. The purpose of the meeting will be to review the goals and objectives of the project, discuss implementation of the linkage software, review the tasks to be specified in the action plan for the data linkage and applications of the linked data for highway safety or injury control decision-making and discuss the agendas for the Board of Directors and Advisory Committee.

b. Submit Detailed Action Plan and Schedule. Within 30 days after the

briefing meeting, the grantee shall deliver a detailed action plan and schedule, covering the remaining funding period, for accomplishing the data linkage and incorporating information generated from linked data into the processes for highway safety or injury control decision-making. The action plan shall be subject to the technical direction and approval of NHTSA.

c. Attend Technical Workshops. All grantees together shall attend two technology transfer workshops in Washington, DC during project performance. The first meeting, to be scheduled during the ninth month of funding, will be organized to share data linkage experiences, review applications of linked data, and resolve common problems. The second meeting will be scheduled at the end of the funding period for the purpose of sharing results and making recommendations for future CODES projects.

6. Institutionalize the data linkage and applications for linked data after Federal funding ends. By the end of the 12th month of funding, each grantee shall submit a long-range plan and schedule to institutionalize data linkage and the use of linked data for highway safety and injury control decision-making.

NHTSA Involvement

NHTSA will be involved in all activities undertaken as part of the Cooperative Agreement program and will:

1. Provide a Contracting Officer's Technical Representative (COTR) to participate in the planning and management of the Cooperative Agreement and coordinate activities between the grantee and NHTSA.

2. Provide, at no cost to the grantee, training and technical assistance by a CODES expert for up to two weeks on-site and off-site during the project to assist the grantee in preparing the files for linkage, implementing probabilistic linkage techniques, validating the linkage results, developing applications for the linked data, and organizing the CODES Board of Directors and Advisory Committee.

3. Develop a format in which the linked data and supporting documentation will be delivered to NHTSA.

4. Agree to accept the State's CODES linked data for 1995 and 1996 with limited user rights by NHTSA as defined in the grantee data use agreement.

Period of Support

The project study effort described in this announcement will be supported through the award of up to seven (7) Cooperative Agreements, depending upon the merit of the applications received and the availability of funding. It is anticipated that individual award amounts will range from \$200,000–\$250,000. Project efforts involving linkage of the state data and applications for the linked data must be completed within eighteen months after funding.

Allowable Uses of Federal Funds

1. For general project requirements, the following cost items are considered to be allowable uses of Federal funds on this project:

a. Costs of personnel resources necessary to perform project management activities, data linkage and processing activities, applications of linked data for decision-making, and reporting requirements. Personnel may be members of the grantee organization or loaned by organizations represented on the CODES Board of Directors. Because the linkage process is relatively easy to implement in the second year by persons who have linkage experience, it is important that the staff trained under this project be available to repeat the linkage and train others in subsequent years.

b. Costs of sufficient dedicated computer and software resources (microcomputer(s), or work station, modem, etc.) relative to the volume of records to implement the probabilistic linkage technology and generate, from the linked data, information useful for decision-making. The computer resources must be dedicated for linking the data and generating output from the linked data so that the highway safety and injury control communities have timely access to the linked data when needed to promote highway safety and injury control objectives during and after the project. The computer resources must be located for use by CODES data owners and project staff. Funds may not be used to upgrade an existing computer that is primarily used by non-CODES personnel to meet non-CODES-related responsibilities of the organization. The computer and software resources may not be permanently tied to an existing computer network in such a way as to preclude their movement in the future, as directed by the CODES Board of Directors, to another organization more interested in continuing the linkage and applications for the linked data.

c. Costs, if necessary, to obtain missing data and/or to expedite the computerization of existing statewide data are limited to no more than 10% of the records in those state data files that already have reached at least a 90% computerization rate.

d. Costs, if necessary, to purchase access to existing statewide computerized injury data such as EMS, emergency department, inpatient, census, and claims for linkage.

e. Costs to perform additional edits and logic checks on the databases to be linked to facilitate the data linkage. Specifically, these edits will address data accuracy problems such as: (1) Out of sequence military times for time of crash, time of report to police and/or time of arrival by police at the scene; (2) town and county codes inconsistent with police and EMS service areas; (3) ages inconsistent with date of birth; (4) hospital destinations inconsistent with the location of the crash; (5) resolving duplicate and unsure matches; and, (6) performing other edits appropriate to the State's data.

f. Costs to convene the CODES Board of Directors and the CODES Advisory Committee.

g. Costs to generate a copy of the CODES linked 1995 and 1996 databases for transfer to NHTSA in an acceptable electronic media and format.

h. Costs to create a public use version of the linked data, copies of which will be distributed upon request.

i. Costs related to use of the Internet, teleconferencing, joint meetings, and other mechanisms to ensure frequent communication and distribution of the information generated from the linked data among all stakeholders.

Eligibility Requirements

The grantee must be a state agency, an educational institution, or a non-profit organization associated with motor vehicle injury control. Only one application should be submitted by a State. States which have previously been funded to develop CODES are not eligible. Because this Cooperative Agreement program requires extensive collaboration among the data owners in the State in order to achieve the program objectives, it is envisioned that, during the pre-application process, the data owners will be actively involved in the development of the formal application.

While the general eligibility requirements are broad, applicants are advised that this Cooperative Agreement program is not designed to support basic developmental efforts. Although no single organization within any State has all of the required data capabilities, the

application should demonstrate strong collaborative agreements with the data owners and access to at least the statewide crash, hospital, and either EMS or emergency department data, or both, by the time of the award. In addition, the application also should indicate the availability of local funding and/or shared resources to ensure sufficient resources to meet the program objectives, particularly institutionalization of the data linkage and applications for linked data.

Application Procedure

Each applicant must submit one original and five copies of the application package to: NHTSA, Office of Contracts and Procurement (NAD-30), ATTN: Henrietta R. Mosley, 400 7th Street, SW., Room 5301, Washington, DC 20590. Applications must be typed on one side of the page only. Applications must include a reference to NHTSA Cooperative Agreement Program No. DTNH22-97-H-07015. Only complete application packages received on or before 2 p.m., February 28, 1997, will be considered.

Application Content

1. The application package must be submitted with OMB Standard Form 424 (REV. 4-88, including 424A and 424B), Application for Federal Assistance, with the required information filled in and certified assurances signed. While the Form 424A deals with budget information and Section B identifies Budget Categories, the available space does not permit a level of detail which is sufficient to provide for a meaningful evaluation of the proposed total costs. A supplemental budget information sheet shall be provided which presents a detailed breakdown of the proposed costs, as well as any costs which the applicant indicates will be contributed in support of this project. Applicants shall assume that awards will be made by June 4, 1997 and should prepare their applications accordingly.

2. The application shall include a program narrative statement of not more than 20 pages which addresses the following as a minimum:

a. A brief description of the State in terms of its highway safety and injury control decision-making processes for planning, performance monitoring, SMS and other functions aimed at reducing unnecessary death, injury, and costs of injuries resulting from motor vehicle crashes. This description should indicate how linked data will help make these processes more effective.

b. A brief description of the existing crash and medical outcome files.

Applicants will link 1995 and 1996 statewide crash data to EMS (and/or emergency department) and hospital discharge data to obtain medical and financial outcomes for persons injured in motor vehicle crashes. Linkage to census, other traffic records (vehicle registration, driver licensing, roadway, conviction/citation, etc.), insurance claims, etc., are encouraged relative to the proposed uses for the linked data to meet State priorities for highway safety and injury control decision-making. The following information should be included for each data file chosen for linkage for the period 1995-1996.

(1) The reporting threshold and an indication of the compliance rate statewide;

(2) The level of computerization of the data elements needed to identify the events and persons involved in the events;

(3) The total crashes, total persons involved in crashes, total victims with injuries caused by a motor vehicle crash as identified or estimated and a descriptive profile of the total injured by severity level, if available, statewide;

(4) The date when the 1995 and 1996 files will be available for use;

(5) An evaluation of the completeness and accuracy of the financial data indicating total charges and payor source, if included in the data file; and,

(6) If it will be necessary to obtain and/or computerize missing data (not to exceed 10% of the total cases in the file) in a data file to facilitate its linkage.

c. A brief description of the proposed plan for linkage.

d. A brief description of how the linked data will be converted into information useful for the highway safety and injury control decision-making processes for the purpose of reducing unnecessary death, injury, and costs resulting from motor vehicle crashes.

e. A brief description of each member of the CODES Board of Directors and the proposed arrangements describing the management and use of the linked data.

3. The application shall include an appendix. A large appendix is strongly discouraged. Additional material should be included only if it is necessary to support information about data linkage, applications for linked data or institutionalization discussed in the application. Do not send copies of brochures, documents, etc., developed as the result of a collaborative effort in the State. The appendix should include the following:

a. Letters of support from each member of the CODES Board of Directors. The following information should be included in the letters of

support to demonstrate that the applicant has authorized access to the necessary statewide data and the support necessary to resolve operational issues related to confidentiality, accessibility, availability, ownership, publication rights, routine output, etc.

(1) Why linked data are important to the agency.

(2) The priority assigned by the agency to obtain linked data compared to other responsibilities.

(3) The agency's level of commitment in terms of the number of staff and the dollars or shared resources which will be available to support and institutionalize CODES.

(4) The agency's willingness to collaborate with other data owners to support shared ownership of the linked data.

(5) The agency's permission to release the linked data to NHTSA at the end of the project.

b. A brief description or letters of support should be included for the other stakeholders to be represented on the CODES Advisory Committee. The letters of support should indicate the stakeholder's need for the linked data, and willingness to facilitate the linkage of state data or use of linked data for decision-making.

c. A list of activities in chronological order or a Gantt chart to show the expected schedule of accomplishments and their target dates.

d. Descriptions of the proposed project personnel as following:

(1) Project Director: Include a curriculum vitae along with a description of the director's leadership capabilities to make sure that the various stakeholders work together.

(2) Key personnel proposed for the data linkage and applications of linked data, and other personnel considered critical to the successful accomplishment of this project: include a brief description of qualifications, employment status (permanent, temporary) in the organization, and respective organizational responsibilities. The proposed level of effort in performing the various activities should also be identified.

e. A brief description of the applicant's organizational experience in performing similar or related efforts, and the priority that will be assigned to this project compared to the organization's other responsibilities. Priority will be given to those applicants who have a strong need for data linkage now and in the future.

f. Data Use Agreement. A description of state's existing laws and regulations governing patient confidentiality in the data file being linked and conditions

under which the linked data file may be used by NHTSA.

Application Review Process and Evaluation Factors

Initially, all application packages will be reviewed to confirm that the applicant is an eligible recipient and to ensure that the application contains all of the items specified in the Application Content section of this announcement. Each complete application from an eligible recipient will then be evaluated by an Evaluation committee. The applications will be evaluated using the following criteria which are listed in descending order of importance:

1. Understanding the intent of the program (30%). The applicant recognizes the importance of CODES to obtain medical and financial outcome data which are necessary for a comprehensive evaluation of the impact of highway safety and injury control countermeasures. The applicant shows an understanding of the importance of developing CODES, as a meaningful and appropriate strategy for improving state traffic records capabilities and ensuring the continuation of CODES after completion of this project.

2. Technical approach for project completion (30%). The reasonableness and feasibility of the applicant's approach for successfully achieving the objectives of the project within the required time frame. The appropriateness and feasibility of the applicant's proposed plans for data linkage and applications for the linked data. Evidence that the applicant has the necessary authorization and support from data owners to access medical and non-medical state data, particularly total charges and information about type and severity of injury which are not routinely available for highway safety analyses and release data.

3. Project personnel (20%). The adequacy of the proposed personnel to successfully perform the project study, including qualifications and experience (both general and project related), the various disciplines represented, and the relative level of effort proposed for the professional, technical and support staff.

4. Organizational capabilities (20%). The adequacy of organizational resources and experience to successfully manage and perform the project, particularly to support the collaborative network and respond to the increasing demand for access to the linked data. The proposed coordination with and use of other organizational support and resources, including other sources of financial support.

Depending upon the results of the evaluation process, NHTSA may choose to alter the number of awards. In addition, NHTSA may suggest revisions to applications as a condition of further consideration to ensure the most efficient and effective performance consistent with the objectives of the project. An organizational representative of the National Association of Governors' Highway Safety Representatives will be assisting in NHTSA's technical evaluation process.

Special Award Selection Factors

After evaluating all applications received, in the event that insufficient funds are available to award all meritorious applications, NHTSA may consider the following special award factors in the award decision:

1. Priority will be given to those applicants who propose to link more than the minimum number of data files.

2. Priority will be given to applicants who have the highest probability of maintaining the collaborative network of data owners and users, of institutionalizing the linkage of the crash and medical outcome data on a routine basis, and of continuing to respond to data requests after the project is completed.

3. Priority may be given to an applicant on the basis that the application fits a profile of providing NHTSA with a broad range of population densities (rural through metropolitan) with different highway safety needs.

Terms and Conditions of the Award

1. Prior to award, each grantee must comply with the certification requirements of 49 CFR part 20, Department of Transportation New Restrictions on Lobbying, and 49 CFR part 29, Department of Transportation government-wide Debarment and Suspension (Non-procurement) and Government-wide Requirements for Drug Free Workplace (Grants). In addition, grantees must certify that data release agreements have been signed by the owners of the data files being linked giving the grantee access for linkage and acknowledging that a copy, of the linked data, per NHTSA's specifications, will be transferred to NHTSA for internal analyses by NHTSA staff.

2. Reporting requirements and Deliverables:

a. Detailed Action Plan and Schedule. Within 30 days after the briefing meeting, the grantee shall deliver a detailed action plan and schedule for accomplishing the data linkage and applications of linked data for decision-

making, showing any revisions to the approach proposed in the grantee's application. This detailed action plan will be subject to the technical direction and approval of NHTSA and will describe the following:

(1) The personnel and hardware resources required to perform the data linkage.

(2) The process for obtaining the different files required for linkage.

(3) The process for accelerating the State's data processing, if necessary, so that the statewide data are available in a timely manner for the linkage.

(4) The process for verifying the data and performing additional edits on the linkage variables.

(5) The process for resolving problems expected during linkage and their proposed solutions.

(6) The milestones for completing the various phases of the probabilistic linkage and validation processes.

(7) The milestones for proposed meeting schedules and actions by the Board of Directors and Advisory Committee.

(8) Date(s) for providing 1995 and 1996 linked database(s) to NHTSA.

(9) The process for identifying the limitations of the final linked database or applications of the linked data, if any.

(10) The process for ensuring access to the linked data as demand for information increases.

(11) The process for choosing those applications of linked data that will have the most impact on reducing death, injury, and costs of injuries related to motor vehicle crashes.

(12) The milestones for implementing the applications.

(13) The benefits expected from the applications of the linked data.

b. Quarterly Progress Reports. During the performance, the grantee will provide letter-type written reports to the NHTSA COTR. These reports will compare what was proposed in the Plan of Action with actual accomplishments during the past quarter; what commitments have been generated; what follow up and support are expected; what problems have been experienced and what may be needed to overcome the problems; and what is specifically planned to be accomplished during the next quarter. These reports will be submitted seven days after the end of each quarter.

c. Board of Directors and Advisory Committee Meetings. Copies of the agenda and minutes for each Board of Directors and Advisory Committee Meeting will be attached to the Quarterly Progress Report submitted to NHTSA immediately following the meeting.

d. Final Report. The grantee shall deliver to NHTSA, at the end of the project, a final report describing the results of the data linkage process, and the applications of the linked data. The report shall include the following:

(1) A description of the state crash and injury data linked,

(2) A description of the file preparation,

(3) A description of the linkage, validation processes and results,

(4) A description of the applications of linked data implemented for decision-making and results of the decision-making,

(5) A discussion of the limitations of the linked data and subsequent applications of these data,

(6) A description of how the State will institutionalize data linkage and continue to use linked data for decision-making,

(7) A description of the documentation created to facilitate repeating of the linkage process and an estimate of how much time is needed to repeat the linkage in subsequent years, and

(8) A copy of the public-use formats that were successful for incorporating linked data into the State's decision-making processes for highway safety and injury control.

e. CODES Linked Database. The grantee shall deliver to NHTSA after linkage, at the date specified in the Action Plan, the CODES linked databases. NHTSA's funds are not being used to "buy" the linked data so NHTSA does not retain rights to the linked data. NHTSA's will use the data to help facilitate the development of data linkage capabilities at the state level and to encourage use of the linked data for decision making by the state. The deliverable will include:

(1) The database in an electronic media and format acceptable to NHTSA, including all persons, regardless of injury severity (none, fatal, non-fatal) involved in a reported motor vehicle crash during 1995 and 1996 and including medical and financial outcome information for those who are linked.

(2) A copy of the file structure for the linked data file.

(3) Documentation of the definitions and file structure for each of the data elements contained in the linked data files.

(4) An analysis of the quality of the linked data and a description of any data bias which may exist based on an analysis of the false positive and false negative linked records.

3. During the effective performance period of Cooperative Agreements

awarded as a result of this announcement, the agreement as applicable to the grantee shall be subject to the National Highway Traffic Safety Administration's General Provisions for Assistance Agreements.

Issued: November 22, 1996.

Patricia Breslin,

Director, National Center for Statistics and Analysis.

[FR Doc. 96-30401 Filed 11-27-96; 8:45 am]

BILLING CODE 4910-59-P

[Docket No. 96-108; Notice 2]

General Motors Corporation; Grant of Application for Decision of Inconsequential Noncompliance

This notice grants the application by General Motors Corporation (GM) of Warren, Michigan, to be exempted from the notification and remedy requirements of 49 U.S.C. 30118, and 30120 for a noncompliance with 49 CFR 571.115, Federal Motor Vehicle Safety Standard (FMVSS) No. 115, "Vehicle Identification Number." The basis of the application is that the noncompliance is inconsequential as it relates to motor vehicle safety.

Notice of receipt of the application was published on October 7, 1996, and commenters were afforded an opportunity for comment (61 FR 52493).

Paragraph S4.6 of Standard No. 115 requires that the VIN for passenger cars, * * * be located inside the passenger compartment. It shall be readable, without moving any part of the vehicle, through the vehicle glazing under daylight lighting conditions by an observer having 20/20 vision (Snellen) whose eye-point is located outside the vehicle adjacent to the left windshield pillar. Each character in the VIN subject to this paragraph shall have a minimum height of 4 mm.

GM's description of the noncompliance follows: Approximately 403 Saturn passenger cars, Model Year 1996, were produced which fail to comply with requirements in FMVSS No. 115. These vehicles were built with VIN plates that are partially obstructed by the instrument panel upper trim cover. The characters on the VIN plates are 4 millimeters high. Based on measurements of 25 cars, Saturn estimates that up to one millimeter of some characters was covered on 91.9% of the cars and more than one millimeter was covered on only 8.1% of the cars (about 22 cars). It is easy to read the VIN characters when up to one millimeter is covered.