

by mail method of research is necessary to generate the data that allows the Iowa State University of Science and Technology researchers to determine the actual extent of various scheduling and other safety-related practices and the operational requirements in the various industry segments.

Additionally, the data generated from representative samples of the interstate motor carrier industry will be analyzed to develop causal inferences about or relationships between scheduling and related practices and safety performance.

**Respondents:** The respondents to the planned survey will include selected interstate motor carrier executives, dispatchers, safety directors, and drivers of commercial motor vehicles carrying passengers and property.

**Estimated Average Burden Per Response:** The estimated average burden per response is 19 minutes. This includes the time needed for reviewing the survey instructions, searching existing data sources, completing the appropriate survey instrument, reviewing the collection of information, and returning the information to the FHWA in the prepaid mailer.

**Estimated Total Annual Burden:** The estimated total annual burden is 1,225 hours. This total is based on the respective burdens that will be imposed on the following categories of survey respondents:

Organizational Executives; 500 entities at 7 minutes each = 3,500 minutes  
 Safety Directors; 500 entities at 15 minutes each = 7,500 minutes  
 Dispatchers; 800 entities at 15 minutes each = 12,000 minutes  
 Drivers (Long Version); 1,500 entities at 29 minutes each = 43,500 minutes  
 Drivers (Short Version); 500 entities at 14 minutes each = 7,000 minutes

**Frequency:** The survey will be conducted once.

**Public Comments Invited:** Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the FHWA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB's clearance of this information collection.

**Electronic Access:** Internet users can access all comments received by the

U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://dms.dot.gov>. It is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help.

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office Electronic Bulletin Board Service at telephone number 202-512-1661. Internet users may reach the **Federal Register's** home page at <http://www.nara.gov/fedreg> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

**Authority:** 23 U.S.C. Section 504.

Issued on: January 27, 1999.

**George S. Moore, Jr.,**  
 Associate Administrator for Administration.  
 [FR Doc. 99-2725 Filed 2-4-99; 8:45 am]

BILLING CODE 4910-22-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Cooperative Agreements With National Organizations To Support the Buckle Up America Campaign

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Announcement of discretionary cooperative agreement program in conjunction with the Buckle Up America Campaign.

**SUMMARY:** The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement program to solicit highly visible support for mobilizing America to buckle up children during special emphasis periods of the Buckle Up America Campaign. The Campaign is a nationwide call to action in response to the Presidential Initiative to Increase Seat Belt Use Nationwide. High priority is given to education and enforcement efforts to buckle up children.

NHTSA seeks the participation and support of national organizations and their state and local affiliates to take a leadership role in the Campaign by speaking out in support of the Campaign initiatives, and mobilizing community level activity. This notice solicits applications from for-profit or not-for-profit national organizations. In addition, NHTSA is particularly interested in gaining the interest and involvement of organizations that represent constituencies who are hard to reach through mainstream delivery channels and/or have low seat belt use

rates. Only applications submitted by the national office representing the organization will be considered.

**DATES:** Applications must be received at the office designated below on or before March 26, 1999, at 2:00 P.M., Eastern Standard Time.

**ADDRESSES:** Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Rose Watson, 400 7th Street, S.W., Room 5301, Washington, D.C. 20590. All applications submitted must include a reference to NHTSA Program No. NTS-01-9-05068.

**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 grant program should be directed to Ann Mitchell, National Outreach Division (NTS-22), NHTSA, 400 7th Street, SW., Washington, DC 20590 by e-mail at [amitchell@nhtsa.dot.gov](mailto:amitchell@nhtsa.dot.gov) or by phone (202-366-2690). Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

#### SUPPLEMENTARY INFORMATION:

##### Background

For the last three years, seat belt use has leveled off in the upper 60's percentile. According to state-reported observational surveys, seat belt use moved from 68 percent in 1995-96 to 69 percent as of the end of 1997. In 1996, the President directed the Secretary of the U.S. Department of Transportation to prepare a plan to increase the use of seat belts nationwide. In response, the Presidential Initiative to Increase Seat Belt Use Nationwide was issued and the Buckle Up America Campaign set into action.

The Buckle Up America Campaign places high priority on the need to buckle up children. Our children are America's most valuable investment, therefore it is every American's responsibility to protect them. Unbuckled drivers endanger kids by setting bad examples for them to follow. When a driver is unbuckled, 70 percent of the time children riding in that vehicle are also unbuckled. We all have a stake in this problem and we are all part of the solution. We must all buckle ourselves, buckle our children and call upon others to do the same.

The goals of NHTSA's Buckle Up America Campaign are to increase seat belt use to 85 percent by the year 2000 and 90 percent by 2005; and to reduce child occupant fatalities (0-4 years) by 15 percent in 2000 and by 25 percent in

2005. These aggressive goals can have tremendous payoffs, if achieved.

To achieve these goals will require an increase in visible support coming from the community for buckling up and the

need to enforce occupant protection laws before social change can occur. This will take the collective efforts of many people and organizations

speaking out from various sectors in the community in a unified voice to help create a public attitude that "unbelted is unacceptable" in our society.

### Savings from Increased Seat Belt Use\*

Fatalities and Injuries Prevented and Dollars Saved in Billions

Seat Belt Use Rate

85%

**\$6.7 Billion**

4,194 Lives Saved and  
102,518 Injuries Prevented

90%

**\$8.8 Billion**

5,536 Lives Saved and  
132,670 Injuries Prevented

\*68% Use as Baseline

The Presidential Initiative to Increase Seat Belt Use Nationwide calls on all Americans to take an active role—It's everyone's problem and everyone is a part of the solution. Individuals must take responsibility for themselves and for their child passengers by making certain everyone in the vehicle is properly buckled up—every time and on every trip. This is the bottom line.

The President's Initiative focuses on a strategy composed of four elements proven to be effective in increasing seat belt use. These are: (1) Building public-private partnerships of organizations and individuals committed to taking action, (2) enacting strong legislation including primary/standard enforcement provisions for seat belt laws and "closing the gaps" in child passenger safety laws, (3) embracing active, high visibility law enforcement, and (4) conducting well-coordinated, effective public education. These strategies work and NHTSA's Buckle Up America Campaign is committed to and focused on activities that support these proven strategies.

Buckle Up America proposes to harness the efforts of the public, private, cultural, and ethnic sectors to reach into each State, community, and household, and to touch each individual. Every new person buckling up is an important step towards reaching our goal. It takes approximately two million new users to raise the national average one percentage point.

Now, the task becomes persuading groups with lower seat belt and child safety seat usage rates to buckle up. Since teens, young males, pickup truck drivers, rural residents, low income populations, Hispanics, African Americans, and Native Americans could protect themselves and their families

better, efforts need to be targeted to these groups to persuade them to develop a simple habit for life. The needs and safety of our children are not to be ignored. Although child safety seat use for infants and toddlers is high overall, low income populations still have very low use rates. Misuse of these devices is a huge problem as well, and use rates drop sharply as children get older. Many people are unaware that when children outgrow their toddler seat, they should be riding a booster seat if they are between 40–80 lbs. and under 4'9" tall. Many are either prematurely using an adult seat belt or not buckled up at all.

Messages and programs designed for "mainstream America" often are not effective for those populations most at risk or hardest to reach. Language, cultural, and other barriers need to be considered if we are to make a significant impact in increasing usage among low use groups through the development of targeted messages and alternate delivery channels. This will require the support and cooperation of organizations that represent these populations to influence their members and constituencies to buckle up.

#### *Buckle Up America Campaign*

The Buckle Up America Campaign is designed to energize, mobilize, and recognize active participants in the effort to increase seat belt use nationwide. First, we need to energize ourselves and everyone else to embrace three simple concepts: (1) this is a problem that touches the lives of every American, because we all pay the enormous health care and other societal costs of transportation deaths and injuries; (2) we all can be part of the solution because we touch the lives of

so many fellow Americans, and we can reach out to energize them, too; and, (3) in America, we need to change the social norm to make riding unbuckled socially unacceptable. Next, we need to mobilize ourselves and everyone else, by informing other Americans of the risks they run by not buckling up, and also by lending our strong support for more effective seat belt and child passenger safety laws and aggressive enforcement. And finally, we have to recognize the good work that others are doing to increase seat belt use and publicly praise that good so others will emulate it.

In view of these concepts, Buckle Up America participants are asked to establish programs and conduct activities that fulfill these needs. Many public and private sector organizations and agencies have signed on to the campaign both formally and informally and are already busy conducting various types of activities. However, much of the activity to date has centered on isolated public information and education efforts that have little potential for increasing seat belt usage. Organizations respected and influential in specific cultures are needed to take an active role in supporting the campaign and directing activity towards the hard-to-reach populations and targeting those who are not buckling up.

To heighten visibility of all the activities associated with the Buckle Up America Campaign, NHTSA has identified four quarterly emphasis periods to mobilize coordinated, concentrated activity synchronized nationwide. Based on the tremendous success of highly visible enforcement programs conducted during 1998 to increase seat belt use, two of these emphasis periods will include

enforcement mobilization efforts (Operation ABC: America Buckles Up Children) and concentrated Buckle Up America Campaign support by participating organizations. The critical activity needed from organizations during these two periods is "endorsement for enforcement" to create public awareness and support for the enforcement efforts which will be conducted nationwide. The two alternate emphasis periods are more focused on high visibility public awareness/education activity throughout the quarter, with concentration on the specific issue/age groups identified for that particular period. The four Buckle Up America emphasis periods are:

Buckle Up America (April, May, June) focuses on getting everyone to wear their seat belt. It peaks with National Buckle Up America! Week, May 24–31, 1999, and puts an emphasis on enforcement of all occupant protection laws. (The first of the two Operation ABC enforcement mobilization periods.)

School Days (July, August, September) targets school aged children from kindergarten through college. For them, this is the beginning of a new year and programs are designed to encourage their use of seat belts and to become advocates for seat belt use. Let's help them graduate safely by making sure they are always buckled up.

Safe Holiday Travel (October, November, December) concentrates on the time of year when so many Americans travel to spend time with family and friends. Enforcement efforts to see that all children are buckled up will be conducted nationwide. (Operation ABC mobilization takes place during Thanksgiving Holiday Week, November 22–28, 1999.)

Child Passenger Safety (January, February, March) centers on the needs of children, ages 0–12 and peaks with National Child Passenger Safety Week, February 14–20, 1999. Special emphasis will be given to education about the need to use booster seats for children 50 to 80 lbs. and under 4'9" tall. These children often ride either unrestrained because they are no longer covered under the state's child passenger safety law, or they are placed in an adult seat belt, which could cause injuries because of improper fit.

As noted above, two of the emphasis periods focus on the Operation ABC Mobilization America Buckles Up Children—which is organized by the Air Bag and Seat Belt Safety Campaign in partnership with NHTSA. In addition to participation by law enforcement agencies, we hope to engage at least 1,000 organizations across the country

to extend their "endorsement for enforcement" during these mobilization periods. High-visibility enforcement occurs during designated periods of time (waves), and combines intensive enforcement with aggressive publicity and media outreach efforts. This combination allows law enforcement to notify the community that officers are stepping up enforcement of the state's laws and will be issuing tickets to everyone who doesn't comply: no exceptions, no excuses.

High-visibility enforcement has been used successfully in Canada, in states like North Carolina, Georgia, Maryland, and Washington, and in numerous communities throughout the country. Publicizing community support for the enforcement effort through earned media activities (i.e., news stories) builds momentum and a sense of urgency among the community, the media, opinion leaders and policy makers. The effects of high-visibility campaigns are not short-lived. This proven formula of highly publicized, aggressive enforcement backed by visible community support produces higher seat belt and child seat use by the motoring public. Each mobilization gives law enforcement a better base upon which to build the next time the model is implemented—and decreases the overall number of part-time users and non-users of seat belts. The 1998 May mobilization is testament that this approach can be effective in moving the needle on a national scale. In May 1998, more than 4,200 law enforcement agencies in all 50 states and the District of Columbia united in a week-long, high visibility enforcement drive to buckle up children. The combined nationwide media outreach efforts of law enforcement agencies, organizations and the national Campaign produced tremendous results and reached an estimated audience of more than 200 million people throughout the week. In one week, these efforts increased seat belt use by three percentage points nationwide and moved six million additional drivers to buckle up. Such an increase will translate into an annual savings of more than 600 lives, both children and adults. These gains did not dissipate after the mobilization. By Thanksgiving, national usage had increased by another five percentage points.

Operation ABC Mobilization is the only nationally coordinated effort by law enforcement to conduct high-visibility enforcement of child passenger safety and seat belt use laws. The effort continues to grow bigger and more effective with each wave. Coordination among partners is key to

this success. Prior to the 1998 May mobilization, NHTSA's Regional Offices conducted law enforcement summits to solicit their support and participation in the mobilization. This resulted in 2,700 more law enforcement agencies signing on to participate in 1998 compared to the first mobilization in 1997. Preceding the November 1998 mobilization, NHTSA Regional Offices again held a series of partnership summits in 23 States. These summits were expanded to include not only high-ranking law enforcement executives but also business and industry leaders, local and state government officials, safety advocates, educators, media spokespersons, state affiliates of national organizations, prominent members of the clergy and other influential community leaders. Two national Buckle Up America leadership conferences were held in Washington, DC as well, where national organizations were encouraged to lend their support for law enforcement during the mobilization periods. As a result of these and other efforts to gain new partners in the Campaign, more than 1,000 organizations submitted endorsements supporting the 1998 Thanksgiving Week Mobilization. Similar partnership summits and leadership conferences will be held for upcoming mobilizations. Grantees and their participating state and local representatives are encouraged to attend these regional and national meetings and to work with their State Highway Safety Offices to coordinate their activities with other groups in their state supporting the Buckle Up America Campaign.

The goal of this cooperative agreement program is to further expand participation in and media exposure of the next series of mobilizations and educational emphasis periods. We are seeking organizations that will take a leadership role in mobilizing their members and constituency to provide visible support for law enforcement and to conduct media outreach activities. The two educational emphasis periods in between the enforcement mobilizations will help keep the issue in the forefront of the American public as a reminder and reinforcement of the importance of buckling up.

#### **Purpose**

The primary purpose of this cooperative agreement program is to generate highly visible support for the Buckle Up America Campaign from national organizations and their local affiliates in conjunction with quarterly emphasis periods. The program is designed to generate specific support for

Buckle Up America Campaign initiatives, primarily for law enforcement efforts during the two Operation ABC mobilizations and/or media and educational initiatives during the Campaign's Child Passenger Safety and School Days emphasis periods. The objective of this initiative is to organize and deliver public statements of support from national and local leaders of respected organizations and community sector representatives that will provide the support needed by law enforcement and elected officials and other local leaders to aggressively enforce occupant protection laws. Concentrated activity in the six identified opportunity states is encouraged.

One way to stimulate support for efforts to increase seat belt and child safety seat usage is to stimulate the development of sustained traffic safety efforts at the local level. For the past three years, NHTSA has been promoting a community-based motor vehicle injury prevention program known as Safe Communities. This model encourages communities to analyze data, consult with citizens and collaborate with a multi-disciplinary set of partners to prioritize problems and identify solutions. Applicants are encouraged to coordinate any proposed Buckle Up America efforts with any existing Safe Communities programs and use this as the basis for long-term involvement. In those locations where no Safe Communities exist, applicants are encouraged to participate in the Buckle Up America program and its enforcement efforts as an initial activity in the formation of a sustained Safe Communities program.

#### Eligibility Requirements

Applications may be submitted by public and private, non-profit and for-profit organizations. An eligible organization must be national in scope and have established and effective affiliate relationships at the state and local level capable of carrying out the effort. Organizations can satisfy this criterion by showing that they will work through their own state and local affiliates (i.e., units or chapters specifically organized to carry out the organization's mission) and/or with other affiliates participating in the Buckle Up America Campaign (i.e. State Highway Safety Agencies, other national organization(s), law enforcement associations, etc.), NHTSA is particularly interested in engaging organizations that represent target populations who have typically lower seat belt use and/or special needs relative to message delivery, cultural

issues, or other factors. Organizations that assume a leadership and respected role by hard-to-reach, high risk, and predominately low belt use constituencies are sought to participate in this effort. Target organization applications will be competed separate from other national organization applications. In essence, the applications will be divided into two categories—(1) target population and (2) all others, and will be evaluated within the appropriate category. Therefore, it is important that organizations identify the category for which they are to be considered on their application. Interested applicants are advised that no fee or profit will be allowed under this cooperative agreement program.

Eligible projects will also be limited to specific activity areas outlined below. The grantee shall design and implement specific activities throughout its national and affiliate chapters to gain public awareness of, publicize support for, and generate participation in 2-4 of the Buckle Up America emphasis periods during 1999, described in the Buckle Up America section of this Notice, above. Specifically, the activity shall focus on four key elements:

1. Public statements of support for Operation ABC enforcement efforts and/or the child passenger safety and school days emphasis periods. This can include, but is not limited to: writing letters in support of enforcement and/or educational emphasis efforts to elected officials, such as, Governors, mayors, and other local leaders, and heads of law enforcement; publishing editorials and articles in newspapers, newsletters, and other publications; issuing resolutions and proclamations in support of Operation ABC and Buckle Up America Campaign, participating in meetings and conferences on mobilization efforts. It can also include efforts to make the public aware of planned enforcement efforts and the rationale for them. This may be particularly appropriate for target groups whose constituency may be sensitive to enforcement-related issues.

2. Media Outreach. This can include, but is not limited to: distribution of sample news releases regarding mobilization/emphasis period efforts, letters to the Editor/Op Ed pieces, talking points, etc. to national and local representatives and encouraging their use to gain national and local media attention and public awareness for the issues involved.

3. Community action activities and events by local representatives. This can include, but is not limited to: support to local chapters to conduct local dialogues or to organize/participate in

media events with law enforcement representatives and/or other community leaders; conducting/participating in educational initiatives to complement enforcement efforts, such as participating in checkpoints, conducting/participating in community educational activities, posting information, etc.; taking a leadership role in gathering community support and partners, attending and/or sponsoring meetings to organize mobilization/emphasis activity.

4. Project Evaluation. The grantee shall also evaluate the quantity and quality/scope of participation of the national organization and local affiliates, including: national outreach/support initiatives, number of editorials and opinion/editorial features published, information/materials developed/distributed; number of local affiliates participating and activities conducted in the three areas listed above; and participation in and promotion of the Safe Communities Program in conjunction with this effort.

#### Additional Resources

The following is a list of resources for information on the Buckle Up America Campaign. All items may be ordered either directly from the NHTSA web site at: [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov) by E-Mail to Webmaster (see bottom of home page) or by sending a fax request to: Media and Marketing Division at 202-493-6062. All requests should include the name, address, and telephone number of the person to receive the materials.

1. *Item # 1P1049 Presidential Initiative to Increase Seat Belt Use Nationwide, Recommendations from the Secretary of Transportation.\** NHTSA. April 1997. DOT HS 808 576. The Secretary's plan for implementing President Clinton's directive and attaining seat belt and child safety seat use goals for years 2000 and 2005.

2. *Item # 1P1084 Buckle Up America, The Presidential Initiative for Increasing Seat Belt Use Nationwide, First Report to Congress.* NHTSA. January 1998. DOT HS 808 667. First Biannual Report to the House and Senate Appropriations Committees on the progress of the activities which have been conducted in pursuit of the national goals outlined in the Presidential Initiative to Increase Seat Belt Use Nationwide.

3. *Item # 1P1063 Buckle Up America Campaign Action Kit.\** NHTSA. September 1997. DOT HS 808 628. Information and resource portfolio to solicit participation in the Buckle Up America Campaign.

4. *Item # 1P0837 Operation ABC Mobilization Organizational Action Kit*

(OAK)\*. NHTSA. September 1998. Information, resources, and sample materials for organizations participating in and supporting November 23-29, 1998, Operation ABC Mobilization: America Buckles Up Children.

5. Safe Communities Service Center, c/o NHTSA Region VI, 819 Taylor Street, Room 8A38, Fort Worth, Texas 76102, Phone: 817-978-3633, Fax: 817-978-8339, or E-Mail:

Safe.Communities@nhtsa.dot.gov. Also visit the Safe Communities web site on the Internet (<http://www.nhtsa.dot.gov/safecommunities>). These resources provide information on best practices, Safe Communities and traffic safety materials, and access to technical assistance sources.

6. Item # 5P0026 Safe Communities folio package. NHTSA. 1997. DOT HS 808 578. Contains technical assistance materials on various topics including getting started, coalition building, partnering with traffic safety specialists and evaluation and monitoring tips.

#### Application Procedures

Each applicant must submit one original and two copies of the application package to: NHTSA, Office of Contracts and Procurement (NAD-30), ATTN: Rose Watson, 400 7th Street, S.W., Room 5301, Washington, DC 20590. An additional three copies will facilitate the review process, but are not required. Applications must be typed on one side of the page only. Applications must include a reference to NHTSA Program #NTS-01-9-05068, and identify if you are applying as a general or target population applicant.

Only complete packages received on or before March 26, 1999 at 2:00 P.M. Eastern Standard Time will be considered.

#### Application Contents

1. The application package must be submitted with OMB Standard Form 424 (Rev. 4-88), Application for Federal Assistance, including 424A, Budget Information—Nonconstruction Programs, and 424B, Assurances—Nonconstruction Programs with the required information filled in and the certified assurances included. The OMB Standard Forms SF-424, SF-424A, and SF-424B may be downloaded directly from the OMB Internet web site, <http://www.whitehouse.gov/WH/EOP/OMB/Grants/>. While the Form 424-A 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 costs. A supplemental sheet should be provided which presents a detailed, itemized breakdown by cost category (such as hourly rates, unit purchase costs, overhead rates, etc.) of the proposed costs, as well as any costs which the applicant proposes to contribute in support of this effort.

2. Applications shall include a program narrative statement which:

A. Identifies the organizational membership, purpose, and structure; defines the constituency the organization represents and services; demonstrates the organization's commitment to supporting the initiatives of the Buckle Up America Campaign, provides examples of how the organization is involved community outreach activities, and states how this assistance will enable the organization to augment state and local affiliate involvement in this effort. Supporting documentation from concerned interests, partner organizations, and/or affiliates can be used to show level of commitment and interest.

B. Outlines a plan of action pertaining to the scope and detail on how the proposed work will be accomplished, noting how many and which emphasis periods will be targeted, strategies for marketing to state and local affiliates, seeking participation, and gaining high visibility public awareness of the effort. The Action Plan should include a time line of projected activity and milestones including dissemination of information, product development, targeted event schedules, reporting dates, and/or other major tasks associated with the project.

C. Specifies deliverables and due dates including products and reports. The organization should also identify any specific NHTSA materials and quantities which will be requested to support the project and how these will be used and distributed.

D. Describes an Evaluation Plan for determining and documenting activity conducted. This should include a system or mechanism for obtaining timely feedback from participating affiliates on their activities conducted and media coverage obtained during the emphasis period(s).

#### Project Review Procedures and Criteria

Upon receipt, applications will be screened to ensure that they meet the eligibility requirements. Applications meeting the requirements will be reviewed by a panel using the criteria outlined below. In preparing the application package, applicants should organize the package to follow the outline provided by the review criteria.

#### Application Review Process and Evaluation Factors

Each application package will initially be reviewed to confirm that the applicant is an eligible recipient and that the application contains all of the items specified in the Application Contents 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:

1. Understanding of the Buckle Up America Campaign and the role of the organization as a partner in the Campaign (20%)

The degree to which the applicant has demonstrated an understanding of the Buckle Up America campaign and has described its role as a partner in the campaign.

2. The organization's ability to disseminate the Campaign nationwide and influence participation of its membership (20%)

The status of the applicant as a national organization with a regional, state and/or local chapter structure that covers the nation; the degree to which the proposed effort is designed to actively engage regional, state and/or local chapters of the organization in the proposed effort.

3. Commitment to support the four Buckle Up America emphasis periods (35%)

The degree to which the proposal describes activities by the national organization and its field structure for at least two and up to four emphasis periods that focus on the following key elements:

- Public statements of support for Operation ABC mobilization efforts and/or the child passenger safety and school days emphasis periods;

- Media outreach in support of the mobilizations and the child passenger safety and school days emphasis periods;

- Community action activities and events by local representatives designed to support and complement law enforcement efforts, and draw attention to the child passenger safety and school days emphasis periods.

4. Documentation and Process Evaluation (15%)

The proposal includes a process evaluation design and plans for how the effort will be documented to facilitate NHTSA efforts to provide information to other organizations interested in replicating the proposed activity and to compile Buckle Up America Campaign activity for required Reports to Congress and the President.

\*These items may be found directly on NHTSA's web site at: [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov).

#### 5. Safe Communities (10%)

The degree to which this project promotes the Safe Communities model to members of the national organization and encourages them to utilize this effort as an opportunity to join existing Safe Communities program, integrate this effort into an existing program, or build a new Safe Communities program.

#### Availability of Funds and Period of Support

Contingent on the availability of funds and satisfactory performance, cooperative agreements will be awarded for a project period of 12 to 15 months. A total of \$590,000 is anticipated to be awarded. It is anticipated that individual award amounts, based upon demonstrated need, may range between \$10,000 and \$50,000. This stated range does not establish minimum or maximum funding levels.

In each project, some portion of the funding requested must be dedicated to evaluation activities. Given the amount of funds available for this effort, applicants are strongly encouraged to seek other funding opportunities to supplement the federal funds. Preference will be given to applicants with cost-sharing proposals from within or outside their organization.

#### 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 this Cooperative Agreement and to coordinate activities between the Grantee and NHTSA.
2. Provide information and technical assistance from government sources within available resources and as determined appropriate by the COTR.
3. Serve as a liaison between NHTSA Headquarters, Regional Offices and others (Federal, state and local) interested in Buckle Up America Campaign and the activities of the grantee as appropriate.
4. Stimulate the transfer of information among Cooperative Agreement recipients and others engaged in Buckle Up America activities.
5. Provide campaign information and materials to support activities.

#### Special Award Selection Factors

While not a requirement of this announcement, applicants are strongly urged to seek funds from other federal, state, local and private sources to augment those available under this

announcement. For those applications that are evaluated as meritorious for consideration for award, preference may be given to those that have proposed cost-sharing strategies and/or have other proposed funding sources in addition to those in this announcement. In-kind services provided by the applicant organization may be included as a contribution.

#### Terms and Conditions of 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).

#### 2. Reporting Requirements and Deliverables:

A. Quarterly Progress Reports should include a summary of the previous quarter's activities and accomplishments, as well as the proposed activities for the upcoming quarter. Any decisions and actions required in the upcoming quarter should be included in the report. The grantee shall supply the progress report to the Contracting Officer's Technical Representative (COTR) every ninety (90) days following date of award.

B. Program Implementation and Evaluation Plan: The grantee shall submit a revised program implementation and evaluation plan, incorporating comments received from the NHTSA COTR, no more than 1 month after award of this agreement. The NHTSA COTR will review and comment, if necessary.

C. Draft Final Report: The grantee shall prepare a Draft Final Report that includes a description of the project, media outreach initiatives, and local affiliate participation and activity, results and findings from the program evaluation. In terms of information transfer, it is important to know what worked and did not work, under what circumstances, and what can be done to avoid potential problems in future projects. The grantee shall submit the Draft Final Report to the COTR 60 days prior to the end of the performance period. The COTR will review the draft report and provide comments to the grantee within 30 days of receipt of the document.

D. Final Report: The grantee shall revise the Draft Final Report to reflect the COTR's comments. The revised final report shall be delivered to the COTR 15 days before the end of the performance

period. The grantee shall supply the COTR:

—Four hard copies of the final document.

E. A Briefing to NHTSA and a presentation to at least one national meeting (e.g., Lifesavers \* \* \*).

F. Preparation and submission of a paper for publication in a professional journal. This paper will be submitted to NHTSA initially in draft format and will be circulated for review and comment to NHTSA and others, as appropriate.

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 NHTSA's General Provisions for Assistance Agreements, dated July 1995.

Issued on: February 2, 1999.

**Rose A. McMurray,**

*Associate Administrator for Traffic Safety Programs.*

[FR Doc. 99-2827 Filed 2-4-99; 8:45 am]

BILLING CODE 4910-59-P

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. MC-F-20919]

#### Greyhound Lines, Inc., et al.— Acquisition—Autobus Turismos Rapidos, Inc.

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice tentatively approving finance application

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**SUMMARY:** Greyhound Lines, Inc. (Greyhound), a motor carrier of passengers, Sistema Internacional de Transporte de Autobuses, Inc. (SITA), a wholly owned, non-carrier subsidiary of Greyhound, and Americanos U.S.A., L.L.C. (Americanos), a motor carrier controlled by SITA, jointly seek approval under 49 U.S.C. 14303 for the acquisition of the operating authority and certain other properties of Autobus Turismos Rapidos, Inc. (ATR), a motor carrier of passengers. Persons wishing to oppose the application must follow the rules under 49 CFR part 1182 (effective October 1, 1998). The Board has tentatively approved the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action.

**DATES:** Comments must be filed by March 22, 1999. Applicants may file a reply by April 6, 1999. If no comments are filed by March 22, 1999, this notice is effective on that date.