

Petitioner: Spectrum Aeromed, Inc.,
Section of the FAR Affected:
14 CFR 25.562 and 25.785(b)
Description of Relief Sought/

Disposition:

To permit certification of medical stretchers for transport of persons whose medical condition dictates such accommodation. The exemption is for installation on Gulfstream Model G-V series airplanes

Grant, 7/1/99, Exemption No. 6911

Docket No.: 29596

Petitioner: EMBRAER—Empresa Brasileira de Aeronautica S.A.

Section of the FAR Affected:
14 CFR C36.9(e)(1)

Description of Relief Sought/

Disposition:

To allow EMBRAER to use the 1-g stall speed used for the 14 CFR part 25 airworthiness certification to also be used for the 14 CFR part 36 noise certification for the approach reference and test limitations on the EMBRAER EMB-135 model airplane.

Grant, 6/30/99, Exemption No. 6910

Docket No.: 29613

Petitioner: Torrance Air Fair Association

Section of the FAR Affected:
14 CFR 135.251, 135.255, 135.353 and 121 Appendices I & J

Description of Relief Sought/

Disposition:

To allow Benbow to conduct local sightseeing rides at Zamperini Field, Torrance Airport, for the 7th Annual Torrance Air Fair on July 10 and 11, 1999, for compensation or hire without complying with the anti-drug and alcohol misuse prevention requirements of part 135.

Grant, 7/6/99, Exemption No. 6915

Docket No.: 29638

Petitioner: Plainwell Pilots Association

Section of the FAR Affected:
14 CFR 135.251, 135.255, 135.353 and 121 Appendices I & J

Description of Relief Sought/

Disposition:

To allow Plainwell Pilots Association to conduct local sightseeing rides at Zamperini Field, Torrance Airport, for the 7th Annual Torrance Air Fair on July 10 and 11, 1999, for compensation or hire without complying with the anti-drug and alcohol misuse prevention requirements of part 135.

Grant, 7/1/99, Exemption No. 6917

[FR Doc. 99-18501 Filed 7-19-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Air Traffic Procedures Advisory Committee**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: the FAA is issuing this notice to advise the public that a meeting of the Federal Aviation Administration Air Traffic Procedures Advisory Committee (ATPAC) will be held to review present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures.

DATES: The meeting will be held from July 26-29, 1999, from 9 a.m. to 5 p.m. each day.

ADDRESSES: The meeting will be held at the Experimental Aircraft Association Museum, 3000 Poberezny Road, Batten Room, OshKosh, Wisconsin, 54901.

FOR FURTHER INFORMATION CONTACT: Mr. Eric Harrell, Executive Director, ATPAC, En Route/Terminal Operations and Procedures Division, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-3725.

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the ATPAC to be held July 26 through July 29, 1999, at the Experimental Aircraft Association Museum, 3000 Poberezny Road, Batten Room, OshKosh, Wisconsin, 54901.

The agenda for this meeting will cover: a continuation of the Committee's review of present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures. It will also include:

1. Approval of Minutes.
2. Submission and Discussion of Areas of Concern.
3. Discussion of Potential Safety Items.
4. Report from Executive Director.
5. Items of Interest.
6. Discussion and agreement of location and dates for subsequent meetings.

Attendance is open to the interested public but limited to the space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting. Persons desiring to attend and persons desiring to present oral statements should notify the person listed above

not later than July 23, 1999. The next quarterly meeting of the FAA ATPAC is planned to be held from October 4-7, 1999, in Washington, DC.

Any member of the public may present a written statement to the Committee at any time at the address given above.

Issued in Washington, DC, on June 30, 1999.

Eric Harrell,

Executive Director, Air Traffic Procedures Advisory Committee.

[FR Doc. 99-18499 Filed 7-19-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****Discretionary Cooperative Agreements To Support Seat Belt Enforcement in Major Metropolitan Areas**

AGENCY: National Highway Traffic Safety Administration, DOT

ACTION: Announcement of Discretionary Cooperative Agreements in conjunction with the *Buckle Up America* campaign to increase seat belt enforcement in major metropolitan areas.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement program to solicit support for the *Buckle Up America* (BUA) campaign. NHTSA solicits applications from law enforcement agencies which have jurisdiction in major metropolitan areas to participate in the BUA under this program. NHTSA seeks the participation and support of these law enforcement agencies to increase the use of seat belts and child safety seats, the most effective safety devices for reducing injuries and fatalities in traffic crashes.

DATES: Applications must be received at the office designated below on or before August 19, 1999.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN.: Joseph Comella, 400 7th Street S.W., Room 5301, Washington, D.C. 20590. All applications submitted must include a reference to NHTSA Program No. NTS-01-9-05102.

FOR FURTHER INFORMATION CONTACT: General administrative questions may be directed to Joseph Comella, Office of Contracts and Procurement, at (202) 366-9568. Programmatic questions should be directed to Mr. Philip Gulak, Occupant Protection Division, NHTSA,

Room 5118 (NTS-12), 400 7th Street, S.W., Washington, D.C., 20590 (202) 366-2725. Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

SUPPLEMENTARY INFORMATION:

Background

Each year, approximately 42,000 Americans die in traffic crashes and another three million are injured. Sadly, many of these deaths and injuries could have been prevented if the victims had been wearing seat belts or were properly restrained in child safety seats.

Seat belts, when properly used, are 45 percent effective in preventing deaths in potentially fatal crashes and 50 percent effective in preventing serious injuries. No other safety device has as much potential for immediately preventing deaths and injuries in motor vehicle crashes. The current level of seat belt use across the nation prevents more than 9,500 deaths and well over 200,000 injuries annually. Through 1997, more than 100,000 deaths and an estimated 2.5 million serious injuries have been prevented by seat belt use.

But, seat belt use rates and the resulting savings could be much higher. As of 1998, the average use rate among States in the U.S. was still well below the goal of 85 percent announced by the President for the year 2000 and at least a dozen States have use rates below 60 percent. On the other hand, use rates of 85-95 percent are a reality in most developed nations with seat belt use laws, and at least six States and the District of Columbia achieved use rates greater than 80 percent in 1998. A national use rate of 90 percent, among front seat occupants of all passenger vehicles, would result in prevention of an additional 5,500 deaths and 13,000 serious injuries annually. This would translate into a \$9 billion reduction in societal costs, including 356 million for Medicare and Medicaid.

In April 1997, the *Buckle Up America* (BUA) campaign established ambitious national goals: (a) To increase seat belt use to 85 percent and reduce child-related fatalities (0-4 years) by 15 percent by the year 2000; and (b) to increase seat belt use to 90 percent and reduce child-related fatalities by 25 percent by the year 2005. This campaign advocates a four-part strategy: (1) Building public-private partnerships; (2) enacting strong legislation; (3) maintaining high visibility law enforcement; (4) and conducting effective public education. Central to this Campaign's successes is the implementation of two major enforcement mobilizations each year

(Memorial Day and Thanksgiving holidays).

Objectives

To help achieve the new national seat belt goals, NHTSA seeks to establish cooperative efforts between NHTSA and qualified major metropolitan law enforcement agencies to increase the use of seat belts and child safety seats. Specific objectives for this cooperative agreement program will be to support the BUA campaign by increasing periodic waves of high visibility enforcement and promoting participation in Operation: America Buckles Up Children (ABC) national mobilizations (May and November).

1. Periodic "Waves" of High Visibility Enforcement

The history of efforts to increase seat belt use in the U.S. and Canada suggests that highly visible enforcement of seat belt laws must be the core of any successful program to increase seat belt use. No State has ever achieved a high seat belt use rate without such a component.

Canada currently has a national seat belt use rate well above 90 percent. Nearly every province first attempted to increase seat belt use through voluntary approaches involving public information and education. These efforts were effective in achieving only very modest usage rates (no higher than 30 percent). By 1985, it became obvious to Canadian and provincial officials that additional efforts would be needed to achieve levels of 80 percent or greater. These efforts, mounted from 1985 to 1995, centered around highly publicized "waves" of enforcement, a technique that had already been shown to increase seat belt use in Elmira, New York. When these procedures were implemented in the Canadian provinces, seat belt use generally increased from about 60 percent to well over 80 percent, within a period of 3-5 years.

The Canadian successes using periodic, highly visible "waves" of enforcement, as well as successes of such efforts implemented in local jurisdictions in the U.S., prompted NHTSA to implement *Operation Buckle Down* (also called the "70" by '92" Program) in 1991. This two-year program focused on Special Traffic Enforcement Programs (STEPs) to increase seat belt use. It was followed by a national usage rate increase from about 53 percent in 1990 to 62 percent by the end of 1992 (as measured by a weighted aggregate of State surveys). Neither the level of enforcement nor its public visibility was uniform in every State. Had these "waves" of

enforcement been implemented in a more uniform fashion in every state, the impact would likely have been much greater.

In order to demonstrate the potential of periodic, highly visible enforcement in a more controlled environment, the State of North Carolina implemented its Click-It or Ticket program in 1993. In this program, waves of coordinated and highly publicized enforcement efforts (i.e., checkpoints) were implemented in every county. As a result, seat belt use increased statewide, from 65 percent to over 80 percent, in just a few months. This program provided the clearest possible evidence to demonstrate the potential of highly visible enforcement to increase seat belt use in a large jurisdiction.

2. National Mobilizations

National law enforcement mobilizations have also proven effective in increasing seat belt use. The BUA campaign supports two national mobilizations each year (Memorial Day and Thanksgiving holidays). During the 1998 mobilizations conducted throughout the week surrounding Memorial Day and the week surrounding Thanksgiving, between 4,000 and 5,000 law enforcement agencies participated in Operation ABC. Their efforts were covered by several hundred national and local television organizations in all major media markets. More than 1,500 print articles were written in response to each mobilization. As a result of the May mobilization, seat belt use increased significantly nationwide as more than 6,000,000 motorists were convinced to buckle up. Since that time, seat belt use has continued to increase significantly.

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 to coordinate activities between the selected major metropolitan law enforcement agencies and NHTSA;
2. Provide information and technical assistance from government sources, within available resources and as determined appropriate by the COTR;
3. Act as a liaison between the selected metropolitan law enforcement agencies and with other government and private agencies as appropriate; and
4. Stimulate the exchange of ideas and information among cooperative

agreement recipients through periodic meetings.

Availability of Funds and Period of Support

Cooperative agreements may be awarded for a period of support for (1) year and (1) option year. The application for the funding period (12 months) should address what is proposed and can be accomplished during that period.

Subject to the availability of funds, the agency anticipates awarding up to four (4) cooperative agreements in the amount of \$250,000 each, totaling \$1,000,000. NHTSA may choose to extend the period of performance under this agreement for an additional 12 months, subject to the availability of funds. If NHTSA elects to do so, it will notify the recipients within 50 days prior to the expiration of this agreement and the recipient will submit a proposal for an additional 12 months of performance. Federal funding should be viewed as seed money to assist local law enforcement agencies in the development of traffic safety initiatives. Monies allocated for cooperative agreements are not intended to cover all of the costs that will be incurred in the process of completing the projects. Applicants should demonstrate a commitment of financial or in-kind resources to the support of the proposed projects.

Eligibility Requirements

In order to be eligible to participate in this cooperative agreement program, an applicant must be a metropolitan law enforcement agency and must meet the following requirements:

- have jurisdiction to enforce traffic safety laws within the metropolitan area;
- have support and political permission from the Mayor or other chief executive officer (in the form of a proclamation or letter of support) to conduct seat belt enforcement with the metropolitan area;
- have a population of at least 400 thousand within their metropolitan area's jurisdiction;
- obtain written support from the Governor's Representative or his/her designee in the State Highway Safety Agency (SHSA) demonstrating that the applicant's proposal is consistent with the State's overall plan;

Application Procedure

Each applicant must submit one original and two copies of their application package to: NHTSA, Office of Contracts and Procurement (NAD-30), ATTN.: Joseph Comella, 400 7th

Street, S.W., Room 5301, Washington, D.C. 20590. An additional five copies will facilitate the review process, but are not required. Applications are due no later than August 19, 1999. Only complete application packages received by the due date shall be considered. Applications must be typed on one side of the page only. Applications must include a reference to NHTSA Program No. NTS-01-9-05102. The proposal shall not exceed 25 pages, not including budget, letters of endorsement, and résumés.

Application Contents

The application package must be submitted with OMB Standard Form 424 (Rev. 4-88), Application for Federal Assistance, including 424A, Budget Information—Nonconstruction Program, and 424B Assurances—Nonconstruction Programs, with the required information filled in and the certified assurances included. The OMB Standard Forms SF-424, SF-242A and SF424B 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 breakdown of the proposed costs (direct labor, including labor categories, level of effort and rate; direct material, including itemized equipment; travel and transportation, including projected trips and number of people traveling; subcontracts/subgrants with similar cost detail, if known; and overhead costs), as well as any costs which the applicant proposes to contribute in support of this effort. The budget should be a 1-year plan. Also, the application shall include a program narrative statement which addresses the following:

1. A description of the project to be pursued which provides:
 - a. A detailed explanation of the proposed strategy to increase seat belt use in the metropolitan area, including methods for gaining support (both within the community and law enforcement leadership). In addition, strategies for participation in the operation ABC national mobilizations and plans to conduct "waves" of highly publicized seat belt enforcement. A description of efforts to address training needs (i.e., differential enforcement or diversity sensitivity).

- b. The goals, objectives, and the anticipated results and benefits of the project (supporting documentation from concerned interests other than the applicant can be used.)
 - c. A summary which includes the population of the metropolitan area for which the law enforcement agency has traffic enforcement jurisdiction and evidence of support of the enforcement program. The project must have the written support from the State Highway Safety Agency; however additional written support may be provided from Mayoral, and other law enforcement agencies (with overlapping jurisdictions).
 - d. List the project activities in chronological order to show the schedule or accomplishments and their target dates.
 - e. An explanation demonstrating the need for assistance.
 - f. Description of any unusual features, such as design or technological innovations, reductions in cost or time, or extraordinary social/community involvement.
2. A description of the applicant's previous experience related to this proposed program effort, i.e., past participation in highly publicized enforcement or participation in the Operation ABC national seat belt mobilizations.
 3. An evaluation section which describes how the recipient will evaluate and measure the project activities and outcomes. Describe the methods for assessing actual results achieved. Outcomes can be documented in a number of ways (e.g., number of citations, seat belt use surveys, level of earned media coverage, etc.). Increases in observed seat belt and child safety seat use are the ultimate measure of success. Other measures may include: (i) Increases in number of law enforcement personnel trained to enforce occupant protection laws; (ii) increased metropolitan participation in Operation ABC enforcement mobilizations; (iii) increased perception of ongoing enforcement and public education activities; (iv) incentive programs to complement enforcement efforts or (v) integration of occupant protection enforcement activities with other local enforcement activities. Data sources should be identified and collection and analysis approaches should be described.
 4. A statement of any technical assistance which the applicant may

- require of NHTSA in order to successfully complete the proposed project.
5. Identification of the proposed program coordinator and other key personnel identified for participation in the proposed project effort, including a description of their qualifications, the nature of their contribution, and their respective organizational responsibilities.
 6. A detailed breakdown of the proposed costs, as well the applicant's financial or in-kind resources to the support of the proposed projects.

Review Process and Criteria

Initially, all applications will be screened to ensure that they meet the eligibility requirements.

Each complete application from an eligible recipient will then be evaluated by a Technical Evaluation Committee. The applications will be evaluated using the following criteria:

1. The potential of the proposed project effort to significantly increase the enforcement of seat belt laws, with a corresponding increase in seat belt use within the major metropolitan area. (80 percent)

The evaluation will include the proposed strategy for participating in the Operation: America Buckles Up Children (ABC) national seat belt mobilizations and the applicant's proposed strategy to coordinate this effort with other law enforcement agencies with overlapping jurisdictions. The applicant's ability to demonstrate support from local government officials and national organizations will also be considered in evaluating the potential impact of the proposed project. (See Application Contents paragraphs 1, 2, 3, and 4)

2. The program management experience and technical expertise of the proposed personnel and the financial merit of the proposed project (20 percent)

Program management and technical expertise will be estimated by reviewing the qualifications and experience of the professional team, the various disciplines represented, and the relative level of effort proposed for professional, technical, contractual, and support staff. Consideration will be given to the adequacy of the organizational plan for accomplishing the proposed project effort. Also, the adequacy of the facilities, equipment, and other resources identified to accomplish the proposed project effort will be considered. Financial merit will be estimated by the cost of the cooperative

agreement to be borne by NHTSA and the in-kind contribution provided by the applicant as compared to the anticipated benefits. (See Application Contents paragraphs 5 and 6)

Terms and Conditions of Award

1. Prior to award, the recipient must comply with the certification requirements of 49 CFR part 20, Department of Transportation New Restriction on Lobbying, and 49 CFR Part 29, Department of Transportation Government-wide Debarment and Suspension (Nonprocurement) and Government-wide Requirements for Drug-Free Workplace (Grants).
2. During the effective period of the cooperative agreement(s) awarded as a result of this notice, the agreement(s) shall be subject to NHTSA's General Provisions for Assistance Agreements (7/95).
3. Reporting Requirements
 - a. Monthly Reports, which shall be due 15 days after the end of each month, shall be submitted to document project efforts and results. The reports should include up to date information (including summarizing accomplishments, obstacles and problems encountered, noteworthy activities) and should be suitable for public dissemination.
 - b. Final Report: The recipient shall submit a final report summarizing the project effort within 30 days after the completion of the project. The final report will include an evaluation section as proposed in the initial proposal. An original and three copies of each of these reports shall be submitted to the COTR. The recipient shall submit a draft final report to the NHTSA COTR 60 days prior to end of the performance period. The COTR will review the draft report and provide comments to the recipient within 30 days of receipt of the document.
 - c. Briefing to NHTSA: The recipient may be requested to conduct an oral presentation of project activities for the COTR and other interested NHTSA personnel. For planning purposes, assume that these presentations will be conducted at the NHTSA Office of Traffic and Injury Control Programs, Washington, D.C. An original and three copies of briefing materials shall be submitted to the COTR.

Issued on: July 15, 1999.

Rose A. McMurray,

Associate Administrator for Traffic Safety Programs.

[FR Doc. 99-18503 Filed 7-19-99; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33770]

Norfolk Southern Railway Company— Trackage Rights Exemption—Grand Trunk Western Railroad Incorporated

Grand Trunk Western Railroad Incorporated (GTW), a wholly owned subsidiary of Canadian National Railway Company (CN), has agreed to grant non-exclusive overhead trackage rights to Norfolk Southern Railway Company (NSR) over a 4.4-mile segment of GTW's Shoreline Subdivision between the proposed CN/Consolidated Rail Corporation (Conrail)¹ connection at approximately milepost 54.6 at Milwaukee Junction in Detroit, MI, and the existing CN connection with NSR at approximately milepost 50.2 at West Detroit, MI.²

The transaction was expected to be consummated on or after July 7, 1999, the effective date of the exemption (7 days after notice of the exemption was filed).

The Shoreline Subdivision runs generally north-south through Detroit and connects with NSR, CSXT, and Conrail lines in Detroit. The trackage rights will permit NSR to move

¹ By decision served July 23, 1998, the Board approved, subject to certain conditions, the acquisition of control of Conrail, and the division of the assets thereof, by CSX Corporation and CSX Transportation, Inc. (referred to collectively as CSX) and Norfolk Southern Corporation and Norfolk Southern Railway Company (referred to collectively as NS). See *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail Inc. and Consolidated Rail Corporation*, STB Finance Docket No. 33388, Decision No. 89 (STB served July 23, 1998). Acquisition of control of Conrail was effected by CSX and NS on August 22, 1998. The division of the assets of Conrail was effected by CSX and NS on June 1, 1999. See *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail Inc. and Consolidated Rail Corporation*, STB Finance Docket No. 33388, Decision No. 127 (STB served May 20, 1999). Conrail continues to operate rail properties in Michigan, New Jersey, and Pennsylvania.

² A redacted version of the Trackage Rights Agreement between GTW and NSR was filed with the notice of exemption. The full version of the agreement was concurrently filed under seal along with a motion for a protective order. The motion will be addressed in a separate decision.