

comparison with similar data collected at the close of the campaign. If approved, the proposed survey would assist NHTSA in establishing policy related to the expansion of the education campaign to the larger driving community.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)—The information collection described in this notice would be a self-administered paper-and-pencil survey requiring approximately 20 minutes to complete. It would be administered to up to 2,000 shift workers (average of about 100 per site), both male and female, ages 18 and older. Survey participants will be identified by the 15 to 20 employers who will have been awarded grants to participate in the conduct and evaluation of the educational program. Each individual would be surveyed twice during the course of the program: prior to the start of the campaign and again at the close of the campaign.

Estimate of the Total Annual Reporting and Record Keeping Burden Resulting from the Collection of Information—NHTSA estimates that each respondent in the sample would require an average of 20 minutes to complete the survey. Thus, the number of estimated reporting burden hours a year on the survey participants (2,000 participants multiplied by 2 survey administrations multiplied by 20 minutes) would be 1,333 person-hours for the proposed survey. The respondents would not incur any reporting cost from the data collection. The respondents also would not incur any record keeping burden or record keeping cost from the information collection.

James L. Nichols,

Acting Associate Administrator for Traffic Safety Programs.

[FR Doc. 98-17512 Filed 6-30-98; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Discretionary Cooperative Agreement in Support of a Large City/Jurisdiction Demonstration and Evaluation Program for Pedestrian Safety

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Announcement of a discretionary cooperative agreement in support of a large city/jurisdiction

demonstration and evaluation program for pedestrian safety.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement program to demonstrate and evaluate the effectiveness of a comprehensive behavioral and engineering-based countermeasures program for reducing the occurrence of crashes involving pedestrians of all ages. Past Departmental research efforts typically have focused on developing and, when possible, assessing countermeasures for a single target group, such as school-age children. The idea here is to determine the combined effects of various crash prevention approaches to maximize the safety benefits to all pedestrians. The study will use a recently developed methodology for identifying land areas (or zones) within jurisdictions containing concentrations of crashes for specific target groups. Subsequently, existing, refined, and, as needed, newly developed countermeasures will be directed within these zones at pedestrians of all ages, especially those at high risk of crash involvement. To the extent possible, the program also will determine the impact of countermeasures directed at one or more diverse racial or ethnic group known to have a traffic safety problem.

This notice solicits applications from public and private, non-profit, for profit and not-for-profit organizations, governments and their agencies, or a consortium of these organizations that are interested in implementing and evaluating the safety zones and countermeasures program within a large jurisdiction. Preference will be given to those applications which help NHTSA meet its needs to obtain an urban diverse mix, potential for replication in other communities, and/or other factors deemed relevant by NHTSA.

NHTSA anticipates awarding one demonstration and evaluation project for a period of four years as a result of this announcement. In the event additional money becomes available a second award may be made during FY'99 or FY 2000.

DATES: Applications must be received at the office designated below on or before July 31, 1998.

ADDRESSES: Applications must be submitted to the NHTSA, Office of Contracts and Procurement (NAD-30), ATTN: Lamont Norwood, 400 7th Street, SW, Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. DTNH22-98-H-05183. Interested

applicants are advised that no separate application package exists beyond the contents of this announcement.

FOR FURTHER INFORMATION CONTACT: General administrative questions may be directed to Lamont Norwood, Office of Contracts and Procurement, at (202 366-8573) or by e-mail to LNorwood@nhtsa.dot.gov. Programmatic questions relating to this cooperative agreement program should be directed to Marv Levy, Traffic Safety Programs, NHTSA, NTS-31, 400 Seventh Street S. W., Washington, D.C. 20590 (202 366-5597), or by e-mail at mlevy@nhtsa.dot.gov.

SUPPLEMENTARY INFORMATION:

Background

The Problem

On average, a pedestrian is killed in a traffic crash every 97 minutes, and injured every six minutes. In 1996, 5412 pedestrians were killed in traffic crashes in the U.S. and 82,000 were injured. The economic costs of these crashes are substantial, costing billions of dollars each year. The Department of Transportation, via the Secretarial Initiative for Pedestrians and Bicyclists, has targeted a decrease in the number of pedestrian crashes of 10 percent by the year 2000. This demonstration will support the Departmental effort.

Why a Large City or Jurisdiction is Needed

In 1996 seventy-one percent of pedestrian fatalities occurred in urban areas. For example, in 1996, cities with high percentages of pedestrian fatalities among all traffic related deaths included New York (52.7 percent), Baltimore (47.1 percent), Buffalo (44.8 percent), Miami (43.1 percent), Honolulu (41.7 percent), Long Beach (41.7 percent), and San Jose (40.0 percent).

Target Groups of Interest

Over the past twenty-five years NHTSA and the Federal Highway Administration (FHWA) collected data on pedestrians most likely to be involved in crashes. These data suggest that three groups are most at risk: young children, alcohol impaired adults, and older pedestrians. In 1996, nearly one-third (31 percent) of all children between the ages of five and nine years who were killed in traffic crashes were pedestrians, more than one-fifth (22 percent) killed under the age of 16 were pedestrians, and 7 percent of all traffic injuries under the age of 16 were pedestrians. Older pedestrians (ages 65+) accounted for 22.4 percent of all pedestrian fatalities; however, this group constitutes only 12.8 percent of

the population. Older adults have the highest pedestrian fatality rate among all ages. Excessive drinking is a major traffic safety problem facing pedestrians. In 1996, 36 percent of all pedestrian fatalities (16 years of age or older), were intoxicated, with blood alcohol concentrations of 0.10 grams per deciliter or greater. Recent study findings suggest the alcohol crash problem for pedestrians crosses both racial and ethnic groups. The problem is not confined to white Americans but extends to groups such as Afro-Americans, Hispanic Americans, and Native Americans. As with drinking drivers, most victims are male, and the crashes occur primarily at night and on weekends.

Preventing Pedestrian Crashes

Within the Department of Transportation both NHTSA and FHWA have responsibilities in the area of pedestrian safety. NHTSA is primarily responsible for developing and testing public information and education, training, legislative, and enforcement based countermeasures, whereas the FHWA is primarily responsible for improving pedestrian safety by developing and testing engineering applications. The types of countermeasures developed and implemented by both Agencies typically complement each other. For example, crash reduction effects have been achieved at intersection locations for older pedestrians in Phoenix, AZ by combining behavioral advice in conjunction with engineering activities. FHWA sponsored improvements to the physical environment at selected intersections within a set of "safety zones" containing concentrations of crashes. These improvements included removal of visual "screens," which blocked pedestrians and drivers from viewing each other, and adding new traffic signs explaining the meaning of different signal phases such as flashing "Don't Walk". NHTSA, on the other hand, sponsored the development of educational materials for use with older pedestrians. Door hangers were prepared containing information about what pedestrians should do at intersections and what they should do as drivers to avoid crash involvement. Some of the advice provided specifically discussed the meaning of pedestrian signals, including "Don't Walk". Thus, the materials and environmental changes likely had the effect of "positively reinforcing" each other. Findings from this recently completed study reported a forty-six percent decrease in crashes involving older pedestrians within the zones. This

was in contrast to an increase in crashes involving older pedestrians outside the zones during the program period.

Tools for Problem Identification

Jurisdictions seeking to counter pedestrian traffic safety problems have to deal with key issues such as determining the nature and extent of the problem and ways to impact identified problems in an efficient manner due to limited resources. Past Departmental research has developed methodologies that may be used to (1) identify areas (zones) within jurisdictions where countermeasures may be implemented for maximum impact and (2) identify the specific types of crashes occurring within these zones. This approach permits existing, refined or newly developed countermeasures which address the major pedestrian traffic safety problems to be disseminated in a cost effective manner.

Zoning Methodology

Jurisdictions have used school safety zones for years as a means of preventing crashes. In these zones, young children are protected by a combination of behavioral advice, enforcement of traffic laws, and engineering activities. Rather than using a facility, i.e., a school, for identifying where a zone should be located, recent research found that zones could be identified by locating areas within a jurisdiction where concentrations of crashes have occurred. A mapping methodology (either manual or incorporating a geographic information system) has been used to identify concentrations of crashes for older pedestrians and for pedestrian crashes involving alcohol. Once identified, countermeasures can be disseminated efficiently within the zones which comprise just a fraction of the entire jurisdiction or city land area. In Phoenix, for example, all of the zones comprised less than 5% of the land area. Use of such an approach can save thousands of dollars by focusing the countermeasures where they can do the most benefit. It is anticipated that the grantee will use this approach for identifying different sets of zones, each for a different subpopulation of pedestrians.

Crash Typing

Within identified zones, different kinds or types of crashes occur. These need to be identified so that appropriate countermeasures can be applied to impact them. During the 1970s, NHTSA identified more than thirty pedestrian crash types. This research went beyond simple identification of the normal demographic data available (e.g., time of

day, day of week, gender, age of victim) to include information on the dynamics leading to the crash. Both predisposing factors (alcohol consumption, parked vehicles along the street) and precipitating factors (e.g., inadequate search, detection, or reaction by the pedestrian and driver) were identified that distinguished each crash type.

Subsequent work was conducted during the 1980s which permitted the identification of the various crash types by use of a process called Manual Accident Typing (MAT). With this tool, coders, by responding to a series of items, could readily classify crashes into their respective types. By using this process, a jurisdiction is able to identify its most significant pedestrian problems. Once identified, countermeasures can be used to impact predisposing and precipitating conditions so as to reduce the occurrence of these crashes. A software program called the Pedestrian and Bicyclist Crash Analysis Tool (PBCAT) is currently being prepared under the sponsorship of the FHWA and NHTSA. This tool, scheduled to be available by December 1998, will automatically classify crashes, build a data base and produce reports for use by the jurisdiction.

Countermeasure Ideas, and Materials Developed for Impacting Pedestrian Safety

Over the years, NHTSA and FHWA have developed a variety of countermeasures that can be used with specific target groups. Most of these address the problems of children, older pedestrians, and adults. Some address alcohol impaired pedestrians. Several of these countermeasures were conceptual in nature and not developed; others were developed but not tested in the field for positive behavioral change, and their crash reduction effects; still others were tested in the field for their effectiveness. It is anticipated that existing countermeasures may need to be refined, and that new countermeasures may need to be developed in support of this demonstration. For example, a jurisdiction or city may have a specific problem that has not been addressed in past Departmental work, e.g., alcohol-impaired pedestrians involving diverse racial/ethnic groups. Also, other existing countermeasures will be considered for implementation which can be justified to the government. The following provides a partial listing of products that were produced in the Department or elsewhere which are consistent with NHTSA/FHWA research. These and other products, as designed by the COTR, will be used by

the successful applicant in fulfilling the requirements of this agreement.

Preschool Children

Walking in Traffic Safely

A pedestrian safety program for preschoolers involving parents, teachers, and preschoolers. Safe areas (sidewalks) are distinguished from unsafe areas (roadways). Parents and other caretakers are instructed to be with the child or children when crossing the roadway. Materials are provided for parents, and teachers, and a set of storybooks with a safety theme are provided for children of different ages.

School-Age Children

Walk Ride Walk Getting to School Safely

These materials are based on research conducted by NHTSA. A school bus/pedestrian safety kit is available through the National Safety Council. It is a comprehensive safety program that covers walking to and from the bus stop, waiting for the bus, crossing the street to the bus, boarding the bus, etc. A set of teacher guides, videotapes and a poster are available, as are parent and bus driver materials.

Stop and Look With Willy Whistle and Walking With Your Eyes

These videos contain traffic safety advice for school age children from K-6th grade. The first video "Stop and Look with Willy Whistle" provides information on what steps are involved in safely crossing the street. The second video—"Walking with Your Eyes"—is geared to the older school-age child and provides information on how to cross the street at intersections, especially when signals are present. For example, information is provided on how to deal with turning vehicles, such as right turn on red and the meaning of lights and signals, such as the "Don't Walk" sign. The contents of these videos were tested in the field and associated with a substantial reduction in crashes.

Alcohol-Impaired Adults

Walk Smart Baltimore Program

This ongoing study developed TV and radio public service announcements (PSAs) and print materials (flyers, posters, etc.) that provided pedestrian safety advice; used engineering improvements such as nighttime lighting, analysis of parking setback violations, special pedestrian alert signs, and program banners; developed a police training video; and, provided retroreflective caps.

Older Pedestrians

Walking Through the Years

This brief paper describes the traffic safety problems facing older pedestrians and provides safety advice for older pedestrians and motorists. Information from this paper was incorporated in AAA materials, including a brochure, a flyer and a slide presentation.

Pedzone Study Materials

Public information and education (PI&E) materials included a video, "Walking Through the Years", that offers pedestrian safety advice for older pedestrians, five TV PSAs, and a set of 13 flyers for both pedestrians and motorists. There were also brochures, posters, bus cards, bumper stickers, radio PSAs and slides. These materials are the outgrowth of a rigorous research process to highlight behavioral errors that are amenable to change. Specific pedestrian risks addressed were turning cars, multiple threat and other visual screens, looking before entering the roadway, backing cars, parking lots, conspicuity, the fresh green signal, driveways and alleyways, and the meaning of flashing "Don't Walk" signs. Engineering activities included installing overhead pedestrian warning signs, improving crosswalks, installing signs explaining the meaning of the signal phases, etc. A Zone Guide, currently in draft form, will describe the process of conducting a zoning analysis. It is anticipated this product will be published by November, 1998.

Caminado a Traves de los Anos-Seguridad Para Peatones de Tercera Edad (65+) (Walking Through the Years—Pedestrian Safety for Older (65+) Adult)

Pedestrian safety program materials include "La Cita telenovela", an illustrated brochure, a detailed report, and a slide show and presenter's guide that identifies pedestrian risks and suggested actions that can be taken to avoid crashes. These materials were specifically designed for use with spanish speaking audiences.

Objectives

Under this cooperative agreement the effectiveness of the combined pedestrian countermeasures program shall be demonstrated and evaluated to determine the impacts on reducing the traffic related injuries and associated costs within a large jurisdiction or city. Specific objectives of this cooperative agreement are as follows:

1. Conduct Complete Analysis of Pedestrian Safety Problem

Fulfilling this objective will involve applying the Zoning Process to identify concentrations of crashes within a large city or jurisdiction for different target groups. Once the zoning process is completed, common crash types will be identified by applying the MAT or, if available, PBCAT.

2. Use of Traditional and Non-Traditional Partners

One of the key components of this study is to assemble a cadre of partners that are dedicated to reducing crashes among pedestrians at the local level. These partners will be involved in all aspects of the demonstration, from analyzing the scope of the pedestrian problem, to identifying appropriate countermeasures, to monitoring the field evaluation and analyzing the data. Both traditional partners (e.g., State and local DOTs, including traffic engineers, national organizations, enforcement agencies, study design and evaluation specialists, local PTAs) and non-traditional (local public health organizations, hospitals, alcohol rehabilitation, etc.) shall be considered for inclusion. It should be mentioned that use of subcontractors to administer and/or evaluate the findings is acceptable.

3. Implement a Program To Reduce Traffic Related Injuries

The focus of the study is to reduce crashes among pedestrians. The partners shall develop a program that will be broad based in scope and that has the potential to impact all of the residents of the jurisdiction or city.

Representatives within the jurisdiction or city will design their own unique countermeasures program. Existing behavioral and engineering countermeasures will be examined and if appropriate applied as is. Other countermeasures will be refined or developed as needed. The key here is that the countermeasures developed will be designed to impact specific behavioral, engineering or environmental problems related to common crash situations or types.

4. Evaluate the Effectiveness of the Program

A process analysis as well as an impact analysis will be conducted to determine the effectiveness of the demonstration program. What worked and did not work during implementation is important for other jurisdictions interested in setting up a program of their own. A power analysis shall be conducted as part of the study

design activities. At a minimum, information on the effectiveness of the program for reducing crashes overall and within specific subpopulations, eg., school age children, older pedestrians, shall be provided.

Availability of Funds

A total of \$400K will be made available to fund this program. Of this amount, \$250K will be made available in FY'98 and the remaining funds (\$150K) will be provided in FY'99, subject to available funds, for this demonstration and evaluation program. Of the total funds awarded, at least, \$20,000 must be used to fund an on-site staffer who is dedicated to achieving the goals of this study. Also, at least 25% of the awarded amount must be devoted to evaluation activities. Additional funds may become available to fund a second demonstration project in FY'99 or FY'2000. This demonstration project will be conducted for a period of up to four years. Given the amount of funds available for this effort, applicants are strongly encouraged to seek other funding sources to supplement the federal funds and include cost sharing plans and commitments.

Period of Performance

Performance of this cooperative agreement will be four years (48 months) from the effective date of award.

NHTSA Involvement

NHTSA will be involved in all activities undertaken as part of the cooperative agreement 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 the application of this comprehensive pedestrian program and the activities of the grantee.
4. Stimulate the transfer of information among those engaged in pedestrian traffic safety activities.

Eligibility and Other Applicant Requirements

A sufficient number of pedestrian crashes per year is required so that appropriate statistical techniques can be used to determine the effectiveness of various countermeasures for reducing

crashes and injuries overall, and among various subpopulations within the city or jurisdiction.

Therefore, only cities or jurisdictions with at least 500,000 people will be considered for inclusion in this demonstration. Applicants may, in conjunction with representatives from a large city or jurisdiction, submit a proposal to conduct this demonstration study. Applications may be submitted by public and private, non-profit, and not-for-profit organizations, and governments and their agencies or a consortium of the above. Thus, universities, colleges, research institutions, other public and private organizations and state and local governments are eligible to apply. Interested applicants are advised that no fee or profit will be allowed under this cooperative agreement program. This demonstration project will require extensive collaboration among the various organizations to achieve the program objectives.

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: Lamont Norwood, 400 7th Street, SW., Room 5301, Washington, DC 20590. Submission of three additional copies will expedite processing but is not required. Applications must be typed on one side of the page only, and must include a reference to NHTSA Cooperative Agreement No. DTNH22-98-H-05183. Only complete packages received on or before 4 p.m. on July 31, 1998 will be considered.

Application Contents

Applications for this program must include the following information:

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 form 424 deals with budget information, and Section B identified 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 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 by other sources in support of the demonstration study.

2. The application shall include a narrative which addresses the following items.

a. A statement of goals and objectives of the project as interpreted by the applicant.

b. A description of the city in which the applicant proposes to work. For the purposes of this program, a large city is defined here as a city with a population of 500,000 or more. It should be large enough so that the program can support an impact evaluation and yield meaningful results. The description should include city demographics, including any information on diverse racial/ethnic groups, three years of data on the city's overall traffic safety problem, a listing of available data sources, the types of data collected, e.g., police files, hospital or trauma center records, and how the data will be accessed.

c. A description of the city's overall pedestrian crash problem and for different subgroups, e.g., older and younger pedestrians. Data shall include both fatality and injury data. Also, a description of the procedure that will be used to conduct a zoning analysis and identification of concentrations of crashes for different target groups, including young children, older pedestrians and alcohol involved pedestrians. As part of the application the applicant shall identify and describe the qualifications of the person conducting this analysis. For more information, see Reporting Requirements and Deliverables section (b) Problem Identification Report.

d. An Implementation Plan that describes the types of interventions or activities proposed to achieve the objectives of the demonstration project. How will priorities be set for the different interventions? How will the respective roles of the various parties be determined, monitored and modified if needed? What types of interventions will be considered? How will government-provided materials be used in countermeasure implementation? The implementation plan shall also address prospects for program continuation beyond the period of Federal assistance. A milestone chart with proposed deadlines (weeks after award) shall be included as part of the Implementation Plan.

e. A proposed Evaluation Plan that at a minimum shall contain the following:

1. The study design proposed and whether a control or matching procedure will be used;
2. The types of process and impact data collected;

3. The duration of the data collection period, including predelivery, delivery (of countermeasures), and post delivery;

4. What the (outcome) measures are expected to be and how they will be measured;

5. How often the data will be collected, and how the data will be analyzed;

6. How action undertaken by the community will be linked with the outcome measures;

7. How the collected data may be disaggregated to provide relevant population; and subpopulation data. (For more information see Objectives, Item 4, Evaluate the Effectiveness of the Program.)

f. A description of the full working partnership that has been or will be established to conduct the Comprehensive Pedestrian Safety program. The application shall describe all the partners that will participate in the program (e.g., local city and state government, law enforcement, education, media) and what the role for each partner will be. A complete set of letters of commitment, written by major partners, organizations, and groups proposed for study involvement, shall detail what each partner is willing to do over the course of the program (provide data, staff, in-kind resources, etc.). Form letters that do not specifically address these issues will not be acceptable. Letters from owners of the data required for successful completion of this project also must be submitted. These letters must indicate that the data required for the project are accessible to the project team.

g. A description of how the project will be managed both at the grantee level and at the local level. The application shall identify the proposed project manager and any support personnel considered critical to the successful accomplishment of the project objectives, including a description of their qualifications and respective organizational responsibilities. The roles and responsibilities of the grantee, the local level staff and any others included in the application package also shall be specified. The proposed level of effort in performing the various activities shall be identified. A staffing plan and resume for all key personnel shall be included in the application.

h. A dissemination plan that describes how the results from this demonstration may be shared with other interested parties. The plan should include materials, e.g., a how-to guide for developing and implementing a comprehensive pedestrian safety program in other communities, and

delivery mechanisms. Also, proposed presentations and submission of articles to peer review journals shall be included as part of the plan.

i. A separately labeled section of the document shall be prepared with information demonstrating that the applicant meets all of the following special competencies.

1. Knowledge and experience accessing and using relevant data sources such as police crash reports, hospital data collection procedures, and to the extent possible, injury cost data (e.g., costs of injuries in the city).

2. Experience in designing comprehensive program evaluations, collecting and analyzing both qualitative and quantitative data and synthesizing, summarizing and reporting evaluation results which are readily understandable to lay and technical audiences. Also, demonstrated experience in designing comprehensive program manuals or guides. An example of a manual or guide produced should be submitted, if available.

3. Experience in field research, and in working cooperatively in partnerships with governmental agencies, media, local organizations and others in implementing solutions to traffic safety problems.

4. Experience in implementing pedestrian crash reduction programs at the local level.

j. A dissemination plan that describes how the results from this demonstration may be shared with other interested parties. The plan should include materials, e.g., a how-to guide for developing and implementing a comprehensive pedestrian safety program in other communities, and delivery mechanisms. Also, presentations and submissions of articles to peer reviewed journals shall be part of the plan.

Application Review Process and Evaluation Factors

Each application package will initially be reviewed for eligibility (See Eligibility and Other Applicant Requirements section of this announcement). Each complete application from an eligible recipient will subsequently be reviewed by an evaluation committee. The applications will be assessed using the following criteria:

1. Goals, Objectives and Implementation Plan (25%)

The extent to which the applicant's goals are clearly articulated, the objectives are time-phased, specific, measurable and achievable and the goals and objectives relate to identified

problems. The extent to which the implementation plan will achieve an outcome-oriented result that will reduce pedestrian related injuries and, to the extent possible, costs to the city. The implementation plan will be evaluated in terms of its feasibility, realism, and ability to achieve the desired outcomes as well as prospective plans for program continuation beyond the period of Federal assistance. For more information, see application contents, items 2a and d.

2. Understanding Pedestrian Safety Problem and Problem Identification (15%)

The applicant's capacity to demonstrate an understanding of the theory and findings of NHTSA's and FHWA's research efforts relating to pedestrian crash typing and the zoning process for identifying concentrations of pedestrian crashes within the city. Also, the applicant's ability to identify the significance of the pedestrian safety problem within the overall traffic safety problem and to identify among the residents involved in pedestrian-related crashes the populations involved, types and locations of crashes, types of vehicles, and the types of injuries incurred. For more information, see application contents, item 2c.

3. Collaboration (15%)

The extent to which the applicant has demonstrated experience in a full working partnership for data acquisition and analysis, design, implementation and evaluation of a city/community based program; and the extent to which such a partnership has been established among the applicant and critical components in the city/community representing various elements within and outside of the traditional traffic safety community. The extent to which commitment has been demonstrated by the various partners and the roles of each are specified. For more information, see application contents, item 2f.

4. Evaluation Plan (15%)

How well the applicant describes the proposed evaluation plan design and the methods for measuring the processes and outcomes of the proposed interventions (countermeasures). How well the measures described provide useful information on the effectiveness of the comprehensive pedestrian countermeasures program? Does the applicant provide sufficient evidence that the proposed partners are sufficiently committed to evaluation? Are there sufficient resources or capacity to ensure access to needed

data, and the collection and analysis of qualitative and quantitative data for measuring the effectiveness of the comprehensive pedestrian countermeasure program? See application contents, item 2e, for more information.

5. Special Competencies (15%)

The extent to which the applicant has demonstrated knowledge and experience accessing and using relevant data sources, designing and implementing comprehensive program evaluations, implementing problem identification and countermeasure development and test programs, and working in partnerships with others on the local (city) level. For more information, see application contents, item 2i.

6. Project Management and Staffing (15%)

The extent to which the proposed staff, including management, program staff and local (city) partners are clearly described, appropriately assigned, and have adequate skills and experiences.

The extent to which the applicant has the capacity and facilities to design, implement, and evaluate a complex and comprehensive local (city) program. The extent to which the applicant provides details regarding the level of effort and allocation of time for each staff position. See application contents, item 2g, for more information.

Special Award Selection Factors

Applicants are strongly encouraged to seek funds for the purpose of cost-sharing from other Federal, State, local and private sources to augment those available under this announcement. Applications which include a commitment of such funds will be given additional consideration.

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's Officer's Technical Representative (COTR) every ninety (90) days following the date of award.

b. Problem Identification Report: The grantee shall submit a Problem Identification Report within six months after award. This report will describe the overall pedestrian safety problem, within the city and by subpopulation. Subpopulations to be described will include at a minimum, school age children, older pedestrians (65+ years of age and older) and crashes involving alcohol-impaired pedestrians. Also, information on crashes involving different racial and ethnic groups shall be presented as part of the report. A crash typing analysis will be conducted to determine the types of crashes occurring within the city. This analysis will be based on the MAT coding procedure or, if available, the software package containing the (PBCAT).

The grantee shall conduct a zone analysis to determine those areas within the city that contain the highest concentration of crashes. The zone process will be applied to each target group of significance using the crash analysis tool. The Problem Identification Report will contain the grantee's recommendations on the most critical groups of pedestrians within the city that require a comprehensive countermeasures program as well as information on the areas within the city where pedestrian crashes occur most often. The NHTSA COTR will review and comment on this report.

c. Program Implementation and Evaluation Plan (PIEP): Within nine months the grantee shall submit a refined Program Implementation and Evaluation Plan. This plan will describe the approach recommended for determining the effectiveness of the Comprehensive Pedestrian Countermeasures program. Information will be provided on target groups to be addressed, partners involvement, the types of countermeasures (e.g., behavioral, engineering and enforcement) that will be used during field implementation, the extent of countermeasure refinement and development, the dissemination mechanisms that will be used, the areas within the city receiving countermeasures. A set of refined milestones will be presented with a listing of countermeasures and expected dates of administration. This PIEP shall be submitted to the COTR and within 30 days comments will be received from the government and incorporated in the PIEP.

d. Draft Final Report and Draft "How-To" Manual: The grantee shall prepare a draft final technical report that includes a description of the city, and its pedestrian traffic safety problem, overall and for different subgroups, the partners, intervention strategies, program implementation activities, evaluation methodology and findings from the program evaluation. The grantee shall answer the question: Did the program impact the pedestrian safety problem and, if so, to what extent? Also, what was the impact of the countermeasures program on crashes among different subgroups such as young children, older adults and alcohol impaired pedestrians.

The grantee shall also prepare a Draft "How-To" Manual that describes what happened in the community in establishing the Comprehensive Pedestrian Countermeasures program and provides advice on ways to set up a similar program in different communities. Included in this manual will be information on the use of crash typing and zoning methodologies as precursors to countermeasure development; the types of countermeasures needed, the process used to decide which countermeasures to pursue; the dissemination mechanisms used; the extent to which the countermeasures were implemented; the reactions of those who were responsible for disseminating the countermeasures; and if possible, those impacted by these countermeasures. Also, advice shall be presented on what worked and what did not work; how the various partners interacted; and the lessons learned to avoid potential problems in other communities. The grantee shall submit four copies of the Draft Final Report and Draft How-To Manual to the COTR 90 days prior to the end of the performance period. The COTR will review the draft document and provide comments to the grantee.

e. Final Report and Final Version of "How-to" Manual: The grantee shall revise the Draft Final Technical Report and Draft How-to Manual to reflect the COTR's comments. The final documents, as revised, shall be delivered to the COTR on or before the end of the performance period. The grantee shall submit to the COTR one camera ready copy and four additional hard copies of each final document. In addition, the grantee shall prepare these publications for printing and incorporation into the World Wide Web. (See attached printing and web guidance.)

f. Meetings and Briefings. The grantee shall plan to participate in two working sessions per year in Washington, DC.

These meetings will last up to four hours. The exact dates shall be decided by mutual consent of the COTR and grantee. In addition, the grantee shall plan for a presentation at one national meeting (e.g., Lifesavers, Pro-Bike Pro-Walk) per year.

g. Professional Journal Paper: The grantee shall prepare and submit at least one paper for publication in a professional journal if deemed appropriate by the COTR.

3. During the effective performance period of the cooperative agreement awarded as a result of this announcement, the agreement shall be subject to the National Highway Traffic Safety Administration's General Provisions for Assistance Agreements.

James Nichols,

Acting Associate Administrator for Traffic Safety Programs.

[FR Doc. 98-17511 Filed 6-30-98; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-98-3891; Notice 12]

Pipeline Safety: Intent To Approve Project and Environmental Assessment for the Mobil Pipe Line Company Pipeline Risk Management Demonstration Program

AGENCY: Office of Pipeline Safety, Research and Special Programs Administration, DOT.

ACTION: Notice of Intent to Approve Project and Environmental Assessment.

SUMMARY: As part of its Congressional mandate to conduct a Risk Management Demonstration Program, the Office of Pipeline Safety (OPS) has been authorized to conduct demonstration projects with pipeline operators to determine how risk management might be used to complement and improve the existing Federal pipeline safety regulatory process. This is a notice that OPS intends to approve Mobil Pipe Line Company (Mobil) as a participant in the Pipeline Risk Management Demonstration Program. This also provides an environmental assessment of Mobil's demonstration project. Based on this environmental assessment, OPS has preliminarily concluded that this proposed project will not have significant environmental impacts.

This notice explains OPS's rationale for approving this project, and summarizes the demonstration project provisions (including affected locations, risk control and monitoring activities,

and regulatory exemptions) that would go into effect once OPS issues an order approving Mobil as a Demonstration Program participant. OPS seeks public comment on the proposed demonstration project so that it may consider and address these comments before approving the project. The Mobil demonstration project is one of several projects OPS plans to approve and monitor in assessing risk management as a component of the Federal pipeline safety regulatory program.

ADDRESSES: OPS requests that comments to this notice or about this environmental assessment be submitted on or before July 31, 1998 so they can be considered before project approval. However, comments on this or any other demonstration project will be accepted in the Docket throughout the 4-year demonstration period. Comments should be sent to the Dockets Facility, U.S. Department of Transportation, Plaza 401, 400 Seventh Street, SW, Washington, DC 20590-0001, or you can E-Mail your comments to ops.comments@rspa.dot.gov. Comments should identify the docket number RSPA-98-3891. Persons should submit the original comment document and one (1) copy. Persons wishing to receive confirmation of receipt of their comments must include a self-addressed stamped postcard. The Dockets Facility is located on the plaza level of the Nassif Building in Room 401, 400 Seventh Street, SW, Washington, DC. The Dockets Facility is open from 10:00 a.m. to 5:00 p.m., Monday through Friday, except on Federal holidays.

FOR FURTHER INFORMATION CONTACT: Elizabeth Callsen, OPS, (202) 366-4572, regarding the subject matter of this notice. Contact the Dockets Unit, (202) 366-5046, for docket material.

SUPPLEMENTARY INFORMATION:

1. Background

The Office of Pipeline Safety (OPS) is the federal regulatory body overseeing pipeline safety. As a critical component of its federal mandate, OPS administers and enforces a broad range of regulations governing safety and environmental protection of pipelines. These regulations have contributed to a good pipeline industry safety record by assuring that risks associated with pipeline design, construction, operations, and maintenance are understood, managed, and reduced. Preserving and improving this safety record is OPS's top priority. On the basis of extensive research, and the experience of both government and industry, OPS believes that a risk management approach, properly

implemented and monitored, offers opportunities to achieve:

- (1) Superior safety, environmental protection, and service reliability;
- (2) Increased efficiency and reliability of pipeline operations; and
- (3) Improved communication and dialogue among industry, the government, and other stakeholders.

A key benefit of this approach is the opportunity for greater levels of public participation.

As authorized by Congress, OPS is conducting a structured Demonstration Program to evaluate the use of a comprehensive risk management approach in the operations and regulation of interstate pipeline facilities. This evaluation will be performed under strictly controlled conditions through a set of Demonstration Projects to be conducted with interstate pipeline operators. A Presidential Directive to the Secretary of Transportation (October 16, 1996) stated that in implementing the Pipeline Risk Management Demonstration Program: "The Secretary shall require each project to achieve superior levels of public safety and environmental protection when compared with regulatory requirements that otherwise would apply." Thus, the process to select operators for this Demonstration Program involves a comprehensive review to ensure that the proposed project will provide the superior safety and environmental protection required by this Directive. OPS may exempt a participating operator from particular regulations if the operator needs such flexibility in implementing a comprehensive risk management program; however, regulatory exemption is neither a goal nor requirement of the Demonstration Program. This document summarizes the key points of this review for Mobil's demonstration project, and evaluates the safety and environmental impacts of this proposed project.

2. OPS Evaluation of Mobil's Demonstration Project Proposal

Using the consultative process described in Appendix A of the Requests for Application for the Pipeline Risk Management Demonstration Program (62 FR 14719), published on March 27, 1997, OPS has reached agreement with Mobil Pipe Line Company on the provisions for a demonstration project to be conducted at a crude oil storage tank facility in Patoka, Illinois.

Company History and Record

Mobil Pipe Line Company currently owns approximately 5409 miles of