

proposed staff, including management and program staff and community 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 community program. The extent to which the applicant provides details regarding the level of effort and allocation of time for each staff position. Did the applicant submit an organizational chart and resume for each proposed staff member? Does the applicant provide a reasonable plan for accomplishing the objectives of the project within the time frame set out in this announcement?

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.

For those applications that are evaluated as eligible for award, consideration for final award will be made on the basis of geographic diversity, urban/rural mix, organizational diversity and potential for program replication.

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. Problem Identification Report, Program Implementation and Evaluation Plan: The grantee shall submit a problem identification report, program implementation and evaluation plan no more than 9 months after award of this agreement, or as soon as the Safe

Communities program has completed the problem identification activity, has determined what traffic safety problem or problems will be addressed, and determined what program or programs will be implemented to reduce the traffic-related injuries. The NHTSA COTR will review and comment on this plan.

The plan should describe the problem identification effort (data sources used, how analyzed, and the results including costs of traffic injuries to the community), how the communities traffic injury problems and proposed solutions were determined, how input was obtained from citizens, and how the program will be evaluated. This final evaluation plan should describe how the effectiveness of the Safe Communities program will be determined and how the process issues involved in establishing and implementing a Safe Communities program will be determined.

c. Dissemination Plan:

i. Draft Final Report and Draft Process Manual: The grantee shall prepare a Draft Final Report that includes a description of the community (including the traffic safety problem and data sources to support the problem), partners, intervention strategies, program implementation, evaluation methodology and findings from the program evaluation. The grantee shall also prepare a Draft Process Manual describing what happened in the community in establishing a safe communities approach to traffic injury. In terms of technology 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 implementing community programs. This Process Manual shall contain the "lessons learned" in establishing a safe community. The grantee shall submit the Draft Final Report and Draft Process Manual to the COTR 90 days prior to the end of the performance period. The COTR will review each draft document and provide comments to the grantee within 30 days of receipt of the documents.

ii. Final Report and Process Manual: The grantee shall revise the Draft Final Report and Draft Process Manual to reflect the COTR's comments. The revised documents shall be delivered to the COTR on or before the end of the performance period. The grantee shall supply the COTR one camera-ready copy, one computer disk copy in WordPerfect format, and four additional hard copies of each revised document.

iii. Meetings and Briefings: The grantee shall plan for one to two briefings per year at NHTSA

headquarters in Washington, D.C. with the COTR and other interested parties. The grantee shall also participate in one or two technology sharing/problem solving sessions with the NHTSA COTR, other interested parties and the other Safe Communities grantees per year in Washington, D.C. or some central location. In addition, the grantee shall plan for a presentation at one or more national meetings (e.g., APHA, Lifesavers . . .) per year.

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

Issued on: February 7, 1997.

James Hedlund,

Associate Administrator for Traffic Safety Programs.

[FR Doc. 97-3510 Filed 2-11-97; 8:45 am]

BILLING CODE 4910-59-M

Safety Performance Standards, Research and Safety Assurance Programs Meetings

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of NHTSA Industry Meetings.

SUMMARY: This notice announces a public meeting at which NHTSA will answer questions from the public and the automobile industry regarding the agency's vehicle regulatory, safety assurance and other programs. In addition, NHTSA will hold a separate public meeting to describe and discuss specific research and development projects.

DATES: The Agency's regular, quarterly public meeting relating to its vehicle regulatory, safety assurance and other programs will be held on March 12, 1997, beginning at 9:45 a.m. and ending at approximately 12:30 p.m. Questions relating to the above programs must be submitted in writing by February 24, 1997, to the address shown below. If sufficient time is available, questions received after February 24 may be answered at the meeting. The individual, group or company submitting a question(s) does not have to be present for the question(s) to be answered. A consolidated list of the questions submitted by February 24,

1997, and the issues to be discussed will be transmitted to interested persons by March 10, 1997, and will be available at the meeting. Also, the agency will hold a second public meeting on March 11, devoted exclusively to a presentation of research and development programs. This meeting will begin at 1:30 p.m. and end at approximately 5:00 p.m. That meeting is described more fully in a separate announcement. The next NHTSA Industry Meeting will take place in June. More details on the date and its location will be announced at the March 12, Industry Meeting.

ADDRESSES: Questions for the March 12, NHTSA Technical Industry Meeting, relating to the agency's vehicle regulatory and safety assurance programs, should be submitted to Delia Gage, NRD-30, National Highway Traffic Safety Administration, Room 6125, 400 Seventh Street, SW., Washington, DC 20590, Fax Number 202-366-5374. The meeting will be held at the Hilton Suites Hotel, 8600 Wickham Road, Romulus, Michigan.

FOR FURTHER INFORMATION CONTACT: Delia Gage, (202) 366-1810.

SUPPLEMENTARY INFORMATION: NHTSA will hold this regular, quarterly meeting to answer questions from the public and the regulated industries regarding the agency's vehicle regulatory, safety assurance and other programs. Questions on aspects of the agency's research and development activities that relate to ongoing regulatory actions should be submitted, as in the past, to the agency's Safety Performance Standards Office. The purpose of this meeting is to focus on those phases of NHTSA activities which are technical, interpretative or procedural in nature. Transcripts of these meetings will be available for public inspection in the NHTSA Technical Reference Section in Washington, DC, within four weeks after the meeting. Copies of the transcript will then be available at ten cents a page, (length has varied from 100 to 150 pages) upon request to NHTSA Technical Reference Section, Room 5108, 400 Seventh Street, SW., Washington, DC 20590. The Technical Reference Section is open to the public from 9:30 a.m. to 4:00 p.m. We would appreciate the questions you send us to be organized by categories to help us to process the questions into agenda form more efficiently. Sample format as follows:

- I. Rulemaking
 - A. Crash avoidance
 - B. Crashworthiness
 - C. Other Rulemakings
- II. Consumer Information
- III. Miscellaneous

NHTSA will provide auxiliary aids to participants as necessary. Any person desiring assistance of "auxiliary aids" (e.g., sign-language interpreter, telecommunications devices for deaf persons (TDDs), readers, taped texts, Brailled materials, or large print materials and/or a magnifying device), please contact Delia Gage on (202) 366-1810, by COB February 24, 1997.

Issued: February 6, 1997.

James R. Hackney,
Acting Associate Administrator for Safety Performance Standards.

[FR Doc. 97-3483 Filed 2-11-97; 8:45 am]

BILLING CODE 4910-59-M

[Docket No. 97-008; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1990 BMW 325iX Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1990 BMW 325iX that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally manufactured for importation into and sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is March 14, 1997.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 9:30 am to 4 pm]

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is

substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the Federal Register of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the Federal Register.

Champagne Imports, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) has petitioned NHTSA to decide whether 1990 BMW 325iX passenger cars are eligible for importation into the United States. The vehicle which Champagne believes is substantially similar is the 1990 BMW 325iX that was manufactured for importation into, and sale in, the United States and certified by its manufacturer, Bayerische Motoren Werke A.G., as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1990 BMW 325iX to its U.S. certified counterpart, and found the two vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

Champagne submitted information with its petition intended to demonstrate that the non-U.S. certified 1990 BMW 325iX, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as its U.S. certified counterpart, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the non-U.S. certified 1990 BMW 325iX is identical to its U.S. certified counterpart with respect to compliance with Standards Nos. 102 *Transmission Shift Lever Sequence* * * *, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 124 *Accelerator Control Systems*, 201