

101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before August 4, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Charles Foster, Executive Director of the Port of Oakland, at the following address: Post Office Box 2064, Oakland, California 94604-2064. Air carriers and foreign air carriers may submit copies of written comments previously provided to the Port of Oakland under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Joseph R. Rodriguez, Supervisor, Planning and Programming Section, Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303. Telephone: (415) 876-2805. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to use the revenue from Metropolitan Oakland International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On June 23, 1995, the FAA determined that the application to use the revenue from a PFC submitted by the Port of Oakland was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 22, 1995.

The following is a brief overview of the use application.

*Level of proposed PFC:* \$3.00

*Charge effective date:* April 1, 1995

*Estimated charge expiration date:*

August 1, 1996

*Brief description of the use project:*

Construct Airport Rescue and Fire Fighting Facility

*Total estimated net PFC revenue to be used on this use project:* \$8,671,000

*Class or classes of air carriers which the public agency has requested not be required to collect PCFs:* Air taxi/ Commercial Operators (ATCO) filing FAA Form 1800-31.

This project was previously approved as impose only project contained within an overall PFC package which was approved on December 23, 1994. Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Port of Oakland.

Issued in Hawthorne, California, on June 23, 1995.

**Herman C. Bliss,**

*Manager, Airports Division, Western Pacific Region.*

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BILLING CODE 4910-13-M

### **National Highway Traffic Safety Administration**

#### **Limited Competitive Cooperative Agreement to Support National Passenger Protection Program**

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

**ACTION:** Notice of limited competitive cooperative agreement to support the National Child Passenger Safety Program.

**SUMMARY:** The National Highway Traffic Safety Administration (NHTSA) announces the availability of a FY 1995 limited competitive cooperative agreement to support the national child passenger protection program in the area of program development. This notice solicits applications from national, non-profit professional organizations which have some background in child transportation issues. The organization must be interested in refining and implementing marketing and campaign strategies which have been researched and developed under a previous NHTSA contract, designed to increase child safety seat use by rural populations. The purpose and result of this agreement will be to increase child passenger safety restraint usage rates in selected rural areas. This agreement is scheduled to last for eighteen (18) months.

**DATES:** Applications must be received at the office designated below on or before August 18, 1995.

**ADDRESSES:** Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30),

ATTN: Earnestine Mitchell, 400 Seventh Street SW., Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Limited Competitive Cooperative Agreement Program No. DTNH22-95-H-05202. Interested applicants are advised that no separate applications package exists beyond the contents of this announcement.

**FOR FURTHER INFORMATION CONTACT:** General administrative questions may be directed to Earnestine Mitchell, Office of Contracts and Procurement, at (202) 366-9565. Programmatic questions relating to this cooperative agreement should be directed to Ms. JoAnn Murianka, Highway Safety Specialist, Room 5118 (NTS-11), 400 Seventh Street SW., Washington, DC 20590, at (202) 366-5198.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

NHTSA estimates that child safety seats, when used correctly, can reduce fatalities among children less than five years of age by 71 percent. This makes child safety seats one of the single most effective automobile safety innovations ever developed. As a result of improvements in the design of these seats, state child passenger protection laws and the enforcement of such laws, and public education, the use of child restraints has increased dramatically over the past decade.

However, child safety seats are currently saving only about half of the lives that they could potentially save. Many children are still travelling unrestrained, and many who are using child safety seats are using them incorrectly. Recent surveys indicate that at least one in four safety seats is being grossly misused, substantially reducing its effectiveness, and as many as three out of four seats are being misused to some extent.

Added to this gross misuse, the rural areas lag woefully behind in the national average in the use of child safety restraints. An analyses conducted on NHTSA's Fatal Accident Reporting System (FARS) data correlated with geodemographic data shows that rural areas continue to be over-represented in child motor vehicle crash related fatalities. The rural areas in southern California and the southern states lead the nation in non-use of child safety restraints.

Parents receive information and guidance concerning child passenger protection from many sources. One of the most effective sources for this communication is through the health care community and especially through

local medical and public health care professionals. Medical professionals have unique credibility and influence with parents of young children. The child passenger protection message benefits from being delivered in the context of a health care activity. To many parents, medical professionals are viewed as the ultimate authority in child health care. In rural areas, the health care professionals are highly respected as community advocates for the health and well-being of children. This status enables medical professionals to increase the awareness of child safety issues within the community. This influence can be of great benefit to existing community efforts which promote child passenger protection.

In the agreement, NHTSA wishes to expand upon the research previously conducted. In a previous contract, NHTSA developed preliminary profiles of individuals who will be the focus of this marketing campaign. The populations targeted were young mothers in their teens or 20's who had children under the age of 4, living in targeted lower economic, rural areas of Jefferson County, Georgia and Fentress County, Tennessee.

### Objectives

The objectives of this agreement are:

1. To refine marketing and campaign strategies developed and focus tested by NHTSA to specifically target young, rural, low-income mothers such as those previously surveyed by NHTSA.
2. To implement the refined campaign strategies in the selected rural population group.
3. To evaluate the effects of implementing these refined marketing and educational campaign strategies on the usage rate of child passenger safety restraints in the targeted rural populations.
4. To increase the use of child passenger restraints by the target rural populations.
4. To increase the use of child passenger restraints by the target rural populations.
5. To develop campaign strategies and materials which can be used nationally to increase correct child passenger restraint use by rural populations.

### Specific Tasks

1. The contractor shall meet with the COTR within one week after the award of the contract to review details of the contractor's proposed work plan and schedules for this project.
2. The contractor shall review the marketing and educational campaign

strategies which have been developed thus far using information gained from the previously surveyed target groups, with a view towards incorporating these strategies into the campaign implementation.

3. The contractor must provide information on how child safety seats will be made available to the target population.
4. The contractor shall research all existing strategies that are currently used in and around the target group area to ascertain their effectiveness.
5. The contractor shall develop marketing and educational campaign strategies and materials based on the study previously conducted by NHTSA, current research, and any other method proposed by the contractor and approved by the COTR.
6. The contractor or affiliates shall pilot test the strategies in the rural populations identified by NHTSA. These target rural populations shall be geographically located within the states of California, Georgia, Tennessee or Kentucky. A detailed description of the method(s) interaction with the public will be required by the COTR before the pilot testing commences. Earlier research has shown that young mothers in the selected rural areas interact on a regular basis with community health institutions. Therefore, health care sponsored events like Health Fairs, etc., may prove invaluable for dissemination of information. Contingent with the submission of the test plan, the contractor shall present the COTR a detailed method of evaluating the effectiveness of the strategies.
7. The contractor shall identify necessary child passenger safety technical training needed and explain how this necessary training will be attained.
8. The contractor shall coordinate efforts with local state highway safety offices and include a letter of support from the local highway safety office.
9. It is imperative that the contractor make provisions in his organization to continue the implementation of the strategies developed after the termination of this cooperative agreement within each of the target areas for at least 3 years. Emphasis should be placed on making this an ongoing program that is self-sufficient, possibly institutionalizing this program into existing activities. NHTSA will be prepared to offer suggestions that may assist the contractor to achieve this goal. A plan of action for self-sustenance shall be provided to NHTSA along with the final report.
10. Quarterly progress reports will be provided. The contractor shall, upon

completion of this project, present to NHTSA a detailed report of the entire project.

### Deliverables

A final list of required deliverables will be developed in accordance with the accepted proposal prior to award. For planning purposes, the agency anticipates that the required deliverables will include the following:

Work Plan and Schedules.	1 Week, 3 Weeks and 4 Weeks after award.
Progress Reports .....	Quarterly.
Final Report (Draft) .	1 Year after award.
Plan for Self-sustenance Final Report.	2 Months after project completion.

### NHTSA Role in Activities

The NHTSA Office of Occupant Protection (OOP) will be involved in all activities undertaken as part of this cooperative agreement program and will:

1. Provide a project officer to participate in the planning and management of the cooperative agreement and to coordinate activities between the organization and OOP;
2. Make available information and technical assistance from government sources, including a copy of the previously conducted NHTSA study. Additional assistance shall be within resources available; and,
3. Provide liaison with other government and private agencies as appropriate.

### Evaluation Criteria and Review Process

Proposals must demonstrate that the applicant meets all eligibility requirements listed above. Proposals will be evaluated based upon bid price and upon the following factors which are not necessarily listed in order of importance:

1. What the organization proposes to accomplish and the potential of the proposed project to make a significant contribution to national efforts to increase the correct use of child safety restraints in rural areas.
2. The extent to which the project addresses foreseeable barriers to gaining widespread adoption of child passenger safety activities by the selected rural population.
3. The overall experience, capability and commitment of the organization to facilitate involvement of its membership in the promotion of child passenger protection in rural areas.
4. The soundness and feasibility of the proposed approach or work plan, including the evaluation to assess program outcomes.
5. How the organization will provide the administrative capability and staff expertise necessary to complete the proposed project.

6. The proposed coordination with and use of other available resources, including collaboration with state highway safety offices and other existing or planned state and community child occupant protection programs.

7. How the organization plans to continue child passenger safety educational activities.

Upon receipt of applications by the agency, they will be screened to assure that all eligibility requirements have been met. Applications will be reviewed by NHTSA staff using the criteria outlined above. The results of this review will be recommendations to the agency management for Cooperative Agreement Award.

### Support, Terms, and Conditions

Contingent on the availability of funds, satisfactory performance, and continued demonstrated need, this cooperative agreement may be awarded for a project period of up to eighteen months. The application for the funding period (18 months) should address what is proposed and can be satisfactorily accomplished during that period.

The anticipated funding level for this cooperative agreement in FY 95 is \$85,000. Federal funds should be viewed as seed money to assist organizations in the development of traffic safety initiatives. Monies allocated in this cooperative agreement are not intended to cover all of the costs that will be incurred in completing this project. Applicants should demonstrate a commitment of financial and in-kind resources to the support of this project.

The organization participating in this cooperative agreement program may use awarded funds to support salaries of individuals assigned to the project, the development or purchase of direct program materials, direct program-related activities, or for travel related to the cooperative agreement.

The award recipient will be required to submit quarterly progress reports on a schedule to be determined after award. In addition, the recipient will be required to submit a detailed final summary report describing the project and its outcomes no later than two (2) months after termination of this agreement.

### Eligibility Requirements

In order to be eligible to participate in this cooperative agreement, an organization must meet the following requirements:

1. Be a private, national non-profit organization;
2. Have an established membership structure with state/local chapters or affiliates in a broad geographic region of the country;

3. Have a membership consisting of, or works in collaboration with health care officials;

4. Have staff knowledgeable of correct child safety use;

5. Have in place a schedule of annual regional/state conferences or conventions and a variety of communication mechanisms that are appropriate for motivating members and other constituents to become involved in the promotion of child occupant protection at state and local levels;

6. Demonstrate an understanding of the current and potential role affiliates can play in child occupant protection efforts at the state and local levels; and,

7. Demonstrate top level support within the organization for the project and, where appropriate, demonstrate similar support from the membership or local affiliates; and

8. Coordinate efforts with the State Highway Safety Office.

### Application Procedures

1. All applications must be covered by a signed copy of OMB Standard Form 424 (revised 4/88, including 424A and 424B) "Application for Federal Assistance" with the required information filled in and the certified assurances included. This form is available from the NHTSA Office of Contracts and Procurement (NAD-30), 400 Seventh Street, S.W., Washington, DC 20590, (202) 366-0607. Form 424-A deals with budget information, and Section B identifies Budget Categories, the available space does not permit for a level of detail which is sufficient to provide for a useful evaluation of the proposed costs. A supplemental sheet should be provided which presents a detailed breakdown of the proposed costs.

2. Applications shall include a program narrative statement which addresses the following:

#### A. Goals and Objectives

(i) Demonstrates the need for the assistance and states the principle and subordinate objectives of the project. Supporting documentation from concerned interests other than the applicant can be used. Any relevant data based on planning studies should be included or footnoted.

(ii) Identifies the results and benefits to be derived.

#### B. Approach

(i) Outlines a plan of action pertaining to the scope and detail on how the proposed work will be accomplished. Include the reasons for taking this approach as opposed to other approaches.

(ii) Describes any unusual features, such as design or technological innovations and extraordinary social/community involvement.

(iii) Provides quantitative projections of the accomplishments to be achieved, if possible, or lists the activities in chronological order to show the schedule of accomplishments and their target dates.

(iv) Identifies the kinds of data to be collected and maintained, and discusses the criteria to be used to evaluate the results. Explains the methodology that will be used to determine if the needs identified and discussed are being met and if the results and benefits identified are being achieved.

(v) Lists each organization, corporation, consultant, or other individual who will work on the project along with a short description of the nature of their effort or contribution and relevant experience.

3. Applications must be typed on one side of the page only. The original and two copies of each application must be submitted. An applicant may submit an additional four copies to facilitate the review process, but there is no requirement or obligation to do so.

### Terms and Conditions of the Award

Prior to award, each recipient must comply with the certification requirements of 49 CFR part 29—Department of Transportation. During the effective period of the cooperative agreement awarded as a result of this notice, the agreements shall be submitted to general administrative requirements of OMB Circular A-110 (or the "common rule", if effected prior to the award), the cost principles of OMB Circular A-21 or A-22, as applicable to the recipient, and the provisions of 49 CFR part 29, Governmentwide Debarment and Suspension (nonprocurement).

Issued on June 29, 1995.

**James H. Hedlund,**

*Acting Associate Administrator, Traffic Safety Programs.*

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[Docket No. 95-21, Notice No. 02]

### Notice of Availability of the Crash Outcome Data Evaluation System (Codes) Technical Report, Background Material for the Draft Report to Congress on the Benefits of Safety Belts and Motorcycle Helmets

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Notice of availability of Technical Report which provides background material for the Report to Congress on The Benefits of Safety Belts and Motorcycle Helmets, produced by the Crash Outcome Data Evaluation System (CODES) project.