

Herbert Tate—White Mountain Apache Tribe of the Fort Apache Reservation, Arizona

Dennis Smith—Shoshone-Paiute Tribes of the Duck Valley Reservation, Nevada

Rebecca Torres—Alabama/Quassarte Tribal Town of the Creek Nation of Oklahoma, Oklahoma

James Garrigan—Red Lake Band of Chippewa Indians of the Red Lake Reservation, Minnesota

Kevin R. Alford—Eastern Band of Cherokee Indians of North Carolina, North Carolina

Tracy VanRite—Menominee Indian Tribe of Wisconsin, Wisconsin

Henry Hoggatt—Chickasaw Nation, Oklahoma

Sandra Shade—Gila River Pima-Maricopa Indian Community of the Gila River Indian Reservation of Arizona, Arizona

Tim Longie, Sr.—Spirit Lake Tribe, North Dakota

Lewis B. George—Catawba Indian Nation, South Carolina

David McKinney—Muscogee (Creek) Nation, Oklahoma

Louis Hood—Fort McDowell Mohave-Apache Indian Community of the Fort McDowell Indian Reservation, Arizona

Emil Tojola—Pueblo of Isleta, New Mexico

Glenn Wasson—Lovelock Paiute Tribe of the Lovelock Indian Colony, Nevada

Frederick Murillo—Mesa Grande Band of Diegueno Mission Indians of the Mesa Grande Reservation, California

Mark Tibbetts—Eight Northern Indian Pueblos Council, New Mexico

R.T. Eby—Cocopah Tribe or Arizona

Levi Valdez—Bureau of Indian Affairs, Albuquerque Area Office, Northern Pueblo Agency, New Mexico

Also, these meetings were attended by members of various other tribes who provided input into the revision of this document.

Copies of the document will be available May 15, 1998, and can be obtained from the Federal Highway Administration, Federal Lands Highway Office, HFL-11, 400 Seventh Street, SW., Washington, DC 20590.

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Allen W. Burden,
Acting Federal Lands Highway Program Administrator.

[FR Doc. 98-12269 Filed 5-7-98; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3774; Notice 1]

Program Plan for Evaluating the Effectiveness of Existing Regulations, 1998-2002

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

ACTION: Request for comments.

SUMMARY: This notice announces the publication by NHTSA of its Evaluation Program Plan for 1998-2002. The report describes the agency's ongoing and planned evaluations of its existing Federal Motor Vehicle Safety Standards (49 CFR Part 571) and its other safety and consumer programs. It also summarizes the results of completed evaluations. The agency's evaluation program responds to Executive Order 12866, which provides for Government-wide review of existing significant Federal regulations. This notice solicits public review and comment on the evaluation plan. Comments received will be used to improve the plan.

DATES: Comments must be received no later than September 8, 1998.

ADDRESSES: *Report:* Interested people may obtain copies of the reports free of charge by sending a self-addressed mailing label to Publications Ordering and Distribution Services (NAD-51), National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590.

Comments: All comments should refer to the docket and notice number of this notice and be submitted to: Docket Section, Room 5109, Nassif Building, 400 Seventh Street, SW, Washington DC 20590. [Docket hours, 9:30 a.m.-4:00 p.m., Monday through Friday.]

FOR FURTHER INFORMATION CONTACT: Charles J. Kahane, Chief, Evaluation Division, Plans and Policy, National Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW, Washington, DC 20590 (202-366-2560).

SUPPLEMENTARY INFORMATION: NHTSA has rigorously evaluated its major programs as a matter of policy since 1970. The evaluation of the effectiveness of the Federal Motor Vehicle Safety Standards (FMVSS) began in 1975. The Government Performance and Results Act of 1993 and Executive Order 12866, "Regulatory Planning and Review," issued in October 1993 (58 FR 51735), now oblige all Federal agencies to evaluate their existing programs and regulations.

Previously, Executive Order 12291, issued in February 1981 (46 FR 13193), also required reviews of existing regulations. Even before 1981, however, NHTSA was a leader among Federal agencies in evaluating the effectiveness of existing regulations and technologies. There are large data bases of motor vehicle crashes which can be analyzed to find out what vehicle and traffic safety programs work best.

This five-year plan presents and discusses the programs, regulations, technologies and related areas NHTSA proposes to evaluate, and it summarizes the findings of past evaluations. Depending on scope, evaluations typically take a year or substantially more, counting initial planning, contracting for support, OMB clearance for surveys, internal reviews, approvals, publication, review of public comments, and the last phase of preparing recommendations for subsequent agency action.

Most of NHTSA's crashworthiness and several crash avoidance standards have been evaluated at least once since 1975. A number of consumer-oriented regulations, e.g., bumpers, theft protection, fuel economy and NCAP have also been evaluated. So have promising safety technologies, such as antilock brake systems, that were not mandatory under Federal regulations. The plan for the next five years includes evaluations of new and existing vehicle safety regulations, technologies and consumer protection programs, plus the completion of an assessment of the highway safety program.

NHTSA welcomes public review of the plan and invites the reviewers to comment about the selection, priority, and schedule of the regulations to be evaluated. The agency is interested in learning of any additional data that may be useful in the evaluations. The plan will be periodically updated in response to public and agency needs, with a complete revision scheduled every four years. The most recent plan before this one was published on June 10, 1994 (59 FR 30090).

If a commenter wishes to submit certain information under a claim of confidentiality, three copies of the complete submission, including purportedly confidential business information, should be submitted to the Chief Counsel, NHTSA, at the street address given above, and 7 copies from which the purportedly confidential information has been deleted should be submitted to the Docket Section. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the agency's confidential business

information regulation. (49 CFR Part 512).

All comments received before the close of business on the comment closing date will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. The NHTSA will continue to file relevant information as it becomes available in the docket after the closing date, and it is recommended that interested people continue to examine the docket for new material.

People desiring to be notified upon receipt of their comments in the rules docket should enclose a self-addressed, stamped postcard in the envelope with their comments. Upon receiving the comments, the docket supervisor will return the postcard by mail.

Authority: 49 U.S.C. 30111, 30168; delegation of authority at 49 CFR 1.50 and 501.8.

William H. Walsh,

Associate Administrator for Plans and Policy.
[FR Doc. 98-12232 Filed 5-7-98; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Discretionary Grant To Support the Demonstration and Evaluation of Programs To Reduce the Incidence of Illegal Passing of School Buses

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Announcement of discretionary grant agreement program to support the demonstration and evaluation of programs to reduce the incidence of illegal passing of school buses.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces a discretionary grant agreement program to support the demonstration and evaluation of programs to reduce the incidence of illegal passing of school buses.

The goal of NHTSA's school bus safety program is to reduce school-bus-related fatalities and injuries. While the number of fatalities and injuries related to school bus crashes has been consistently low for over a decade, the number of motorists illegally passing school buses is increasing, jeopardizing the safety record of school transportation. This cooperative agreement program will support development and implementation of

community-based demonstration projects that have the potential to substantially reduce the incidence of illegal passing.

NHTSA anticipates funding up to four demonstration projects for a minimum demonstration period encompassing one complete school year and a total period of performance of no more than 15 months.

This notice solicits applications from public and private, non-profit and for-profit organizations, state and local governments and their agencies. Interested applicants must submit an application package as further described in the Application Procedures section of this notice. The applications will be evaluated to determine the proposals that will receive funding under this announcement.

DATES: Applications must be received at the office designated below on or before 3 pm June 10, 1998.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Rose Watson, 400 7th Street, SW., Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Grant Agreement Program No. NTS-01-8-05130.

FOR FURTHER INFORMATION CONTACT: General administrative questions may be directed to Rose Watson, Office of Contracts and Procurement at (202) 366-9557. Programmatic questions relating to this grant agreement program should be directed to Diane Wigle, Safety Countermeasures Division, NHTSA, 400 7th Street, SW., (NTS-15), Washington, DC 20590, by e-mail at dwigle@nhtsa.dot.gov, or by phone at (202) 366-4301. Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

SUPPLEMENTARY INFORMATION:

Background

An estimated 23 million students ride school buses twice daily every school day to go to and from school. Their safe travel is a top concern of Federal, State and local governments, school districts, school administrators, parents, and citizens. To ensure their safety, NHTSA established and currently enforces Federal Motor Vehicle Safety Standards governing the manufacture of buses to be used to transport school children. In addition, NHTSA's Guideline #17 establishes minimum recommendations for a pupil transportation safety program, including the identification, operation, and maintenance of buses

used for carrying students; training of passengers, pedestrians, and bicycle riders; and administration.

Even with school-bus-specific Federal Motor Vehicle Safety Standards and Guideline #17, some school bus safety problems persist. One such problem is the problem of motor vehicles illegally passing school buses stopped to load/unload students (also referred to as stop-arm violations). Though it is illegal in every state to pass a school bus stopped to load or unload students, every state faces the problem of citizens disobeying the law.

In October 1997 the National School Transportation Association conducted a survey of state school transportation directors. As part of that survey the directors were asked to identify the three biggest issues in their state for school transportation. The problem of illegal passing of school buses was reported as one of their top safety concerns.

The School Transportation Management Section (STMS) of the Florida Department of Education recently documented the size of that state's illegal passing problem. It was determined through a study conducted by the University of South Florida for STMS that on one day in May, 1995, 10,590 vehicles illegally passed stopped school buses in 58 of Florida's 67 school districts (approximately 11,150 school buses). During this same school year, two of Florida's public school children were killed by motorists illegally passing stopped school buses. However, the statewide citation totals for the illegal passing of stopped school buses accounted for only 13,178 of the over 17 million citations issued for all traffic violations in the state from 1988 to 1992.

A one-day study conducted September 24, 1996 revealed that 3,394 Virginia motorists illegally passed a stopped school bus on that day. Of that total, 187 involved passing the bus on the side that students enter and exit. A total of 119 out of 131 school divisions in the state participated in the study. Though Virginia and Florida transport a similar number of students on a comparable number of school buses, Virginia school buses only travel half the miles Florida school buses travel in a year.

The Evaluation Unit within the Division of Traffic Safety of the Illinois Department of Transportation conducted a probability-based sample survey of 250 school buses to arrive at an estimate of the total number of stop-arm violations of school buses in Illinois. Drivers of the 250 buses were asked to record stop-arm violations