

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****Discretionary Cooperative Agreement Program to Support Innovative Programs To Reduce Impaired Motorcycle Riding**

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Announcement of a discretionary cooperative agreement program to support innovative programs to reduce impaired motorcycle riding.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement program to demonstrate and evaluate innovative programs designed to reduce the incidence of impaired motorcycle riding.

This notice solicits applications from public and private, non-profit and not-for-profit organizations, and governments and their agencies or a consortium of the above.

NHTSA anticipates funding up to three (3) projects for a period not to exceed three (3) years.

DATES: Applications must be received in the office designated below on or before 2:00 p.m. (EST), May 24, 1999.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), Attention: Lamont O. Norwood, 400 Seventh Street SW, Room 5301, Washington, DC, 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program Number DTNH22-99-H-05087.

FOR FURTHER INFORMATION CONTACT: General administrative questions may be directed to Lamont O. Norwood, Office of Contracts and Procurement at (202) 366-8573, or by email at lnorwood@nhtsa.dot.gov. Programmatic questions relating to this cooperative agreement program should be directed to Joey W. Syner, Safety Countermeasures Division, NHTSA, 400 Seventh Street, SW (NTS-15), Washington, DC, 20590, by email at jsyner@nhtsa.dot.gov, or by phone at (202) 366-1770. Interested applicants are advised that no separate application package exists beyond the content of this announcement.

SUPPLEMENTARY INFORMATION:**Background**

Motorcycling is a complex task requiring excellent coordination and motor skills. Alcohol diminishes the

coordination and motor skills needed to maneuver a motorcycle safely. Even motorcyclists with blood alcohol concentrations (BAC) below the legal limit can be impaired, which affects riding and decision-making skills necessary to handle traffic situations on the highway. Research has shown that performance errors and reaction time may increase while operators are sobering up.

Motorcycle operators involved in fatal crashes have higher intoxication rates than any other motor vehicle operators. In 1997 almost 30 percent of all fatally injured motorcycle operators were intoxicated with a BAC of .10 g/dl or higher. An additional 11 percent had a lower alcohol level $\leq .10$ g/dl. Of the 876 motorcycle operators who died in single vehicle crashes almost half were intoxicated. Unfortunately these data have changed very little over the past 10 years. While the proportion of automobile drivers with a BAC $\geq .10$ who die in alcohol-related crashes has declined to the lowest level ever, the proportion of impaired motorcyclists dying in alcohol-related crashes has not shown similar reductions.

Programs designed to address impaired driving have little effect on motorcyclists. Motorcyclists do not consider themselves "drivers." They do not "drive" a motorcycle; they "ride" a motorcycle. As a result, messages that target drivers are not effective in addressing impaired riding issues.

Interventions designed for automobile drivers may not necessarily apply to motorcyclists; a prime example is the designated driver program. In this program, one person chooses not to drink alcohol in order to be responsible for safely transporting a group of friends or family members. This concept is not applicable in motorcycling, because motorcyclists generally ride alone on their motorcycle.

Another example of a program designed for automobile operators that may not be effective for motorcyclists is one where the driver allows a friend or companion to drive the vehicle home or voluntarily leaves the automobile parked for the night, and returns the next day to retrieve it. Such interventions are unlikely to occur for motorcyclists because a motorcycle operator is often unwilling to leave a vehicle parked overnight in an unsecured location and is less likely to allow another individual to operate his/her vehicle. Moreover, the individual accompanying the motorcyclist who has been drinking may not have the necessary skills or license needed to operate the motorcycle safely.

In 1995, a national goal was established to reduce alcohol-related fatalities to no more than 11,000 by the year 2005, a 37 percent decline from the 1994 level. Following the establishment of the goal, a conference was held to establish strategies for achieving this goal. Partners in Progress: An Impaired Driving Guide for Action provides a framework for future program initiatives to reduce impaired driving. That document provides strategies and action steps in seven areas: public education, individual responsibility, health care community, business and employers, legislation, enforcement and adjudication, and technology, as it is only through the broadest collective action that progress can be made in reducing impaired driving. (A copy of Partners in Progress: An Impaired Driving Guide for Action can be obtained from NHTSA's Office of Communication and Outreach by sending a fax to (202) 366-2062.)

Programs Addressing Impaired Riding

In 1996, the National Highway Traffic Safety Administration (NHTSA) awarded three grants to address impaired motorcycle riding issues. A preliminary review of the findings from this project found that the most effective programs were implemented at the local level; included a visible media (print and video) component; educated members of the local prosecution and judicial communities; and included partnerships with local law enforcement agencies, riding groups, and hospitality establishments.

Other programs have been developed by national and local organizations across the country. For example, the Motorcycle Safety Foundation includes a module on impairment in the basic rider education course taught in most rider education classes in the United States. This module addresses the effects of alcohol on the rider, the rider's ability to handle a motorcycle while impaired, and the deadly consequences of operating a motorcycle while impaired. The Wisconsin motorcycle rider education program has expanded this module into a stand alone unit that depicts the process a motorcyclist undergoes when arrested for riding under the influence of alcohol or other drugs, thus emphasizing the real-life consequences of riding under the influence.

Some motorcyclists believe that peer to peer programs are more effective than those delivered by non-motorcyclist groups. For example, one motorcycle group has adapted the Contract For Life, a program developed by Students Against Destructive Decisions, to

address the need of motorcyclists by promoting awareness and responsible use of alcohol. Another motorcycle group has developed a demonstration involving a motorcycle and .08 goggles. These goggles are designed to replicate the effects of walking, driving, or riding a motorcycle with blood alcohol level of .08 g/dl. Even though this project is in its early stages, and needs further refinement, it shows promise as an effective educational tool.

In some cases impaired driving programs have been adapted for use by motorcyclists. In Minnesota, a non-profit organization promotes an "800" number and organizes volunteers who will go to a bar or other location to pick up a motorcyclist who may have had too much to drink and get the rider and the motorcycle home safely. New Jersey's motorcycle safety program partnered with AAA to train tow truck operators to tow motorcycles, safely and with minimal damage. The New Jersey motorcycle safety program made the list of trained towing companies available to motorcycle clubs and hospitality establishments as a service to the motorcyclist. There are no data on these programs' effectiveness or how often they are utilized.

These are a few examples of approaches to reduce impaired motorcycle riding. Many other approaches may exist. To make an impact on the impaired riding problem it is necessary to identify both innovative and effective strategies and make this information available to the motorcycling community.

Purpose and Objectives

The purpose of this cooperative agreement program is to support the development, implementation, and evaluation of up to three (3) programs designed to reduce the incidence of impaired motorcycle riding and injuries and fatalities resulting from alcohol-related motorcycle crashes.

Specific objectives for this cooperative agreement program are as follows:

1. Identify a community that demonstrates the potential for successful implementation and evaluation of innovative approaches to reduce impaired motorcycle riding and the resulting injuries and fatalities associated with alcohol-related motorcycle crashes.
2. Use community data to define the problem, as appropriate. These data are to extend beyond police crash reports to the extent possible.
3. Actively engage the community to define the problem and potential solutions to the problem. The

community may include but not be limited to, motorcyclists, law enforcement officials, traffic safety officials, prosecutors and judges, and health care and injury prevention professionals. The grantee shall develop strategies for ensuring community involvement in the process.

4. Implement a program to reduce the incidence of impaired motorcycle riding and the injuries and fatalities associated with alcohol-related motorcycle crashes. The intervention should be creative, based on data and citizen input and comprehensive in nature. The intervention should be designed to allow for easy implementation and replication.

5. Evaluate the effectiveness of the intervention. The evaluation should include process and outcome measures. The evaluation may include but not be limited to the following: what works, what does not work, how to engage partners, methods of overcoming barriers or challenges, and ways to turn challenges into opportunities.

NHTSA Involvement

NHTSA will be involved in all activities undertaken as part of the cooperative agreement program and will:

1. Provide a Contracting Officer's Technical Representative (COTR) to participate in the planning and management of 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 reducing impaired riding and the activities of the grantee.
4. Review and provide comments on program content, materials, and evaluation activities.
5. Stimulate the transfer of information among grant recipients and others engaged in motorcycle and impaired driving activities.

Availability of Funds

Approximately \$250,000 to \$300,000 is available to fund up to 3 demonstration and evaluation projects for a period of three (3) years. This stated range does not establish minimum or maximum funding levels. Given the amount of funds available for this effort, applicants are strongly encouraged to seek other funding opportunities to supplement the Federal funds. Preference will be given to applicants with cost sharing proposals.

At the discretion of the government, funds may be obligated fully at the time of award of the cooperative agreement or incrementally over the period of the cooperative agreement. Nothing in this solicitation should be constructed as committing NHTSA to make any award.

Period of Performance

The period of performance for this cooperative agreement will be three (3) years from the effective date of award.

Eligibility Requirements

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, hospitals, other public and private (non-or not-for-profit) 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. Preference may be given to those that have proposed cost-sharing strategies and/or other proposed funding sources in addition to those in this announcement.

To be eligible to participate in this cooperative agreement, applicants must meet the following special competencies:

1. Demonstrate knowledge and familiarity with the impaired riding problem and other motorcycle safety issues within the community. Data sources must include local data sets and should (to the degree possible) extend beyond police crash reports to include injury data (e.g. motorcycle/alcohol-related injuries).
2. Demonstrate capability of technical and management skills to successfully design, conduct, and evaluate programs implemented in local communities. Demonstrate that such programs have resulted in timely, adequate and complete projects. Include a narrative description of the documented experience, clearly indicating the relationship to this project and providing details such as project description and sponsoring agency. References to completed final project reports should include author's name.
3. Demonstrate capacity to:
 - a. Design and implement innovative approaches for addressing difficult community problems;
 - b. Work successfully with motorcycling and other community groups;
 - c. Design comprehensive program evaluations; including collecting and

analyzing both quantitative and qualitative data; and

d. Synthesize, summarize, and report results which are useable and decision-oriented.

4. Demonstrate expertise in traffic safety, program development and implementation, and knowledge and experience in motorcycle safety issues, especially impaired riding.

5. Demonstrate ability and experience in working with local citizens in implementing solutions to traffic safety problem, especially impaired riding or driving.

6. Demonstrate experience in fostering outreach efforts to the media.

Application Procedure

Each applicant must submit one (1) original and two (2) copies of the application package to: Lamont O. Norwood, NHTSA, Office of Contracts and Procurement (NAD-30), 400 Seventh Street SW Room 5301, Washington DC 20590. Applications must include a completed Application for Federal Assistance (Standard Form 424—Revised 4/88). An additional two copies will facilitate the review process, but are not required.

Only complete packages received on or before 2:00 p.m. May 24, 1999 will be considered. No facsimile transmissions will be accepted. Due to the large number of actions being processed, applications must be typed on one side of the page only and a reference to NHTSA Cooperative Agreement Number DTNH22-99-H-05087. Unnecessarily elaborate applications beyond what is sufficient to present a complete and effective response to this invitation are not desired. Please direct cooperative agreement application questions to Lamont O. Norwood, at (202) 366-8573 or by email address lnorwood@nhtsa.dot.gov. Programmatic questions should be directed to Joey W. Syner, by email at jsyner@nhtsa.dot.gov, or by phone at (202) 366-1770.

Application Contents

A. The application package must be submitted with OMB Standard Form 424, (Rev 7-97 or 4-88, including 424A and 424B), Application for Federal Assistance, with the required information provided and the certified assurances included. While the Form 424-A deals with budget information, and Section B identifies Budget Categories, the available space does not permit a level of detail which is sufficient to provide for a meaningful evaluation of the proposed costs. A supplemental sheet should be provided which presents a detailed breakout of

the proposed costs (detail labor, including labor category, level of effort, and rate; direct materials, including itemized equipment; travel and transportation, including projected trips and number of people traveling; subcontractors/subgrants, with similar detail, if known; and overhead), as well as any costs the applicant proposes to contribute or obtain from other sources in support of the projects in the innovative project plan. The estimated costs should be separated and proposed on the basis of individual Federal fiscal years i.e. beginning October 1, 1999 through September 30, 2000; October 1, 2000 through September 30, 2001; etc.

B. Funding sources other than the funds being provided through this cooperative agreement are encouraged. Since activities may be performed with a variety of financial resources, applicants need to fully identify all project costs and their funding sources in the proposed budget. The proposed budget must identify all funding sources in sufficient detail to demonstrate that the overall objectives of the project will be met.

C. Program Narrative Statement: Proposal must fully describe the scope of the project, detailing the activities and costs for which funding is being requested. Also, applications for this program must include the following information in the program narrative statement:

1. A table of contents including page number references.

2. A description of the community in which the grantee proposes to implement an impaired riding program. For the purpose of this program a community includes a city, town or county, small metropolitan area or a group of cities, towns or counties in a particular region. It should be large enough so that the program can have a demonstrable effect on impaired riding. The description of the community should include, at a minimum, community demographics including motorcycle population, the community's impaired riding problem, data sources available, existing traffic safety programs, impaired driving programs and community resources.

3. A description of the program's goal and how the grantee plans to establish an impaired riding program in the proposed site. How will the grantee solicit the assistance and partner with local organizations, such as law enforcement agencies, and motorcycle rider groups? How will local motorcyclists become part of the process of problem identification and proposed solutions?

4. A description of the interventions or specific activities proposed to achieve the objectives of the program. What actions will be undertaken to reduce impaired riding? How will motorcyclists be involved with these activities? What groups are needed to ensure program success? To what degree has the buy-in of these groups been secured? How will the interventions be delivered? How will delivery be monitored? What are the expected results of the intervention?

5. A description of the process and outcome evaluation plan including the types of data that will be collected and all data collection procedures. A description of the data analysis procedures which will be conducted should be included.

6. A description of how the project will be managed, both at the grantee-level and at the community level. The application shall identify the proposed project manager and other personnel considered critical to the successful accomplishment of this project, including a brief description of their qualifications and respective organizational responsibilities. The role and responsibilities of the grantee, the community and any others included in the application package shall be specified. The proposed level of effort in performing the various activities shall also be identified.

7. A detailed explanation of time schedules, milestones, and product deliverables, including quarterly reports and draft and final reports. (See Terms and Conditions of Award.)

8. A separately-labeled section with information demonstrating that the applicant meets all of the special requirements outlined in the Eligibility Requirements section of this announcement.

D. Commitment and Support: A complete set of letters (form letters are not acceptable) from major partners, organizations, and groups proposed for involvement with this project shall detail what each partner is willing to do over the course of the project period. Included in this set of letters shall be a letter from the State Highway Safety Office and the State Motorcycle Safety Program Coordinator, supporting this program's effort.

Evaluation Criteria and Review Process

Each application package will be reviewed initially to confirm that the applicant is an eligible recipient, meets applicant competency factors listed in the Eligibility Requirements section, and has included all of the items specified in the Application Procedures section of this announcement. Each

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

A. Program Innovation (25 Percent)

The extent to which the applicant is knowledgeable about impaired riding/driving programs. The extent to which the applicant clearly identifies and explains creative approaches to address impaired riding. If building on an existing approach or program, what are the innovative, new, or creative features that makes this project different from what has been tried in the past? Has the applicant identified potential barriers associated with developing and implementing the new, creative approach? Has the applicant offered solutions for addressing the barriers? Has the applicant involved the motorcycling community, traditional traffic safety partners, and new non-traditional highway safety or motorcycle partners in the project? Has the applicant demonstrated how the project is adaptable to other jurisdictions at a reasonable cost?

B. Goals, Objectives, and Work Plan (20 Percent)

The extent to which the applicant's goals are clearly articulated and the objectives are time-phased, specific, action-oriented, measurable, and achievable. The extent to which the work plan will achieve an outcome-oriented result that will reduce impaired riding crashes, injuries, and fatalities resulting from alcohol-related traffic crashes. The work plan must address what the applicant proposes to develop and implement; how this will be accomplished; and must include the major tasks/milestones necessary to complete the project. This involves identification of, and solutions to, potential technical problems and critical issues related to successful completion of the project. The work plan will be evaluated with respect to its feasibility, realism, and ability to achieve desired outcomes.

C. Understanding the Community (15 Percent)

The extent to which the applicant has demonstrated an understanding of the proposed community, including the community's demographics, traffic safety problem, and resources (including data). The extent to which the applicant has identified partners and groups to work on the proposed project. Has the applicant specified who will be involved and what each will contribute to the project? What new or

non-traditional partners has the applicant involved in the project?

D. Special Competencies (15 Percent)

The extent to which the applicant has met the special competencies (see Eligibility Requirements) including knowledge and familiarity with impaired riding and other motorcycle safety issues within the community; technical and management skills needed to successfully design, conduct, and evaluate programs implemented at the local level; ability to work with local citizens and the motorcycling community to implement programs; ability to design and implement approaches for addressing difficult community problems; and experience in fostering outreach to the media.

E. Project Management and Staffing (15 Percent)

The extent to which the proposed staff 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 the proposed project. The extent to which the applicant has provided details regarding the level of effort and allocation of time for each staff position. The applicant must furnish an organizational chart and résumés of each proposed staff member. Is the applicant's staffing plan reasonable for accomplishing the objectives of the project within the time frame set forth in the announcement?

Has the applicant's financial budget provided sufficient detail to allow NHTSA to determine that the estimated costs are reasonable and necessary to perform the proposed effort? Has financial or in-kind commitment of resources by the applicant's organization or other supporting organizations to support the project been clearly identified?

F. Evaluation Plan (10 Percent)

The extent to which the evaluation plan clearly articulates the project's potential to make a significant impact on reducing impaired motorcycle riding, crashes, and associated injuries and fatalities. The extent to which the evaluation plan will measure the effectiveness of the innovative, creative project. Has the applicant described the proposed evaluation design and the methods for measuring the outcomes of the proposed interventions (countermeasures)?

Are there sufficient data sources and is access ensured from appropriate owners or collectors of data to collect and appropriately analyze quantitative

and qualitative data to measure the effectiveness of the innovative project?

Special Award Selection Factors

While not a requirement of this announcement, applicants are strongly urged to seek funds from other Federal, state, local, and private sources to augment those available under this announcement. For those application that are evaluated as meritorious for consideration of award, preference may be given to those that have proposed cost-sharing strategies and/or other proposed funding sources in addition to those in this announcement.

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 Requirement for Drug Free Work Place (Grants).

2. Reporting Requirements and Deliverables:

a. Quarterly Progress Reports must 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. Any problems and issues that may arise and need the Contracting Officer's Technical Representative (COTR) or Contracting Officer (CO) attention should be clearly identified in the quarterly report in a specific, identified section. The grantee shall supply the progress report to the COTR every ninety (90) days, following date of award.

b. Initial and Subsequent Meetings with COTR: The grantee will meet with the COTR and appropriate NHTSA staff in Washington DC at NHTSA's offices to discuss and refine the development, implementation, and evaluation of the project. The grantee will prepare a 20 to 30 minute presentation describing the project and will be prepared to answer questions from the COTR and others present at the briefing. After this initial meeting with the COTR, the grantee should meet at least once a year with the COTR in Washington DC at NHTSA's offices to discuss the project's progress and results. These meetings will be a minimum of 4 hours in length.

c. Revised Implementation and Evaluation Plan: The grantee will submit a revised program implementation and evaluation plan incorporating verbal and written

comments from the COTR. This revised plan is due no more than one (1) month from date of the initial meeting with COTR.

d. Draft Final Report: The grantee will prepare a Draft Final Report that includes a description of the innovative project, intervention strategies, program implementation, evaluation methodology, and findings from the program evaluation. With regard to technology transfer, it is important to know what worked and what did not work, under what circumstances, and what can be done to enhance replication in similar communities and what can be done to avoid potential problems for future replication of the project. The grantee will submit Draft Final Report to the COTR 60 days prior to the end of the performance period. The COTR will review the draft report and provide comments to the grantee within 30 days of receipt of the document.

e. Final Report: The grantee will revise the Draft Final Report to reflect the COTR's comments. The revised final report will be delivered to the COTR along with the following:

The print materials shall be provided to NHTSA in both camera ready and appropriate media formats (disk, CD-rom) with graphics and printing specifications to guide NHTSA's printing office and any outside organization implementing the program. Printing Specifications follow.

- Digital artwork for printing shall be provided to NHTSA on diskette (100MG Zip disk or 1GB Jaz disk). Files should be in current desktop design and publication programs, for example, Adobe Illustrator, Adobe Photoshop, Adobe Pagemaker, Macromedia Freehand, QuarkXPress. The grantee shall provide all supporting files and fonts (both screen and printers) needed for successful output, black and white laser separations of all pages, disk directory(s) with printing specifications provided to the Government Printing Office (GPO) on GPO Form 952 to guide NHTSA's printing office, GPO, and any outside organizations assisting with program production. The grantee shall confer with the COTR to verify all media format and language.

- Additionally, the program materials shall be submitted in the following format for placement on NHTSA's website on the world wide web.

- Original application format, for example, *.pm5; *.doc; *.ppt; etc
- HTML level 3.2 or later
- A PDF file for viewing with Adobe Acrobat

All HTML deliverables must be delivered on either a standard 3.5"

floppy disk or on a Windows 95 compatible formatted Iomega zip disk and labeled with the following information:

- Grantee's name and phone number
- Names of relevant files
- Application program and version used to create the file(s).

If the files exceed the capacity of a high density floppy, a Windows 95 compatible formatted Iomega zip disk is acceptable.

Graphics must be saved in Graphic Interchange Format (GIF) or Joint Photographic Expert Group (JPEG). Graphics should be prepared in the smallest size possible, without reducing the usefulness or the readability of the figure on the screen. Use GIF for solid color or black and white images, such as bar charts, maps, or diagrams. Use JPEG (highest resolution and lowest compression) for photographic images having a wider range of color or grey-scale tones. When in doubt, try both formats and use the one that gives the best image quality for the smallest file size. Graphic files can be embedded in the body of the text or linked form the body text in their own files: the latter is preferable when a figure needs to be viewed full screen (640 X 480 pixels) to be readable.

Tabular data must be displayed in HTML table format.

List data must be displayed in HTML list format.

Pre-formatted text is not acceptable. Currently, frames are not acceptable. JAVA, if used, must not affect the readability or usefulness of the document, only enhance it.

Table background colors may be used, but must not be relied upon (for example, a white document background with a table with colored background may look nice with white text, but the colored background doesn't show up on the user's browser the text shall be white against white and unreadable.)

All HTML documents must be saved in PC format and tested on a PC before delivery.

f. Final project briefing to NHTSA and a presentation to a national meeting: The grantee will deliver a briefing in Washington, DC at NHTSA's offices to the COTR and appropriate NHTSA staff to review the project implementation, evaluation, and results. This presentation shall last no less than 30 minutes and the grantee shall be prepared to answer questions from the briefing's attendees.

In consultation with the COTR, the grantee will select a national meeting to deliver a presentation of the project and its effectiveness.

g. An electronic Microsoft PowerPoint (97) presentation that NHTSA staff shall be able to use to brief senior staff or motorcycle partners at various meetings and conference.

3. During the effective performance period of the 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 Agreement, dated July 1995.

Issued on: March 23, 1999.

Rose A. McMurray,

Associate Administrator for Traffic Safety Programs.

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BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-99-5143 [Notice No. 99-2]

Hazardous Materials Transportation; Registration and Fee Assessment Program

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice of filing requirements.

SUMMARY: The Hazardous Materials Registration Program will enter registration year 1999-2000 on July 1, 1999. Persons who transport or offer for transportation certain hazardous materials are required to annually file a registration statement and pay a fee to the Department of Transportation. Persons who registered for the 1998-99 registration year will be mailed a registration statement form and informational brochure in May.

FOR FURTHER INFORMATION CONTACT: David W. Donaldson, Office of Hazardous Materials Planning and Analysis, DHM-60 (202-366-4109), Hazardous Materials Safety, 400 Seventh Street SW, Washington, DC 20590-0001, or by E-mail to REGISTER@rspa.dot.gov.

SUPPLEMENTARY INFORMATION: This notice is intended to notify persons who transport or offer for transportation certain hazardous materials of an annual requirement to register with the Department of Transportation. Each person, as defined by the Federal hazardous materials transportation law (49 U.S.C. 5101 *et seq.*), who engages in any of the specified activities relating to the transportation of hazardous