

December, 1996

Folsom, California Regional Transit of Greater Sacramento.
 Napa, California Napa Valley Wine Train (Private railroad).
 San Jose, California Transit Authority of Santa Clara County.

January, 1997

Santa Cruz, California Santa Cruz Transit District.
 Oceanside, California North County Transit District.
 Los Angeles, California Los Angeles Metrolink.
 Williams, Arizona Grand Canyon Railways (Private railroad).

February, 1997

Austin, Texas Capitol Metro Transit.
 Tampa, Florida Hartline Transit-Hillsborough County.
 Orlando, Florida Lynx Transit-Greater Orlando.

March, 1997

North Carolina Triangle Transit-Raleigh, Durham, Chapel Hill District.

March/April, 1997

New Jersey New Jersey Transit.

The planned demonstration tour will focus on locations where there are lightly used secondary branch lines, which could be used for future passenger service. Siemens does not intend to demonstrate the Sprinter on main lines of operation. Movement of the Sprinter from demonstration site to site will be done as either a rail movement where short distances are involved, or on a special leased 89 foot flat car for long hauls. The moves will be coordinated by Amtrak and the local authorities. In many cases the Sprinter service will be run on track where there is only infrequent switching operations.

Interested parties are invited to participate in this proceeding by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with this proceeding since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number H-96-2) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 30 days of the date of publication of this notice will be considered before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) in Room 8201, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

Issued in Washington, D.C. on October 28, 1996.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 96-27971 Filed 10-30-96; 8:45 am]

BILLING CODE 4910-06-P

National Highway Traffic Safety Administration

National Award for the Advancement of Motor Vehicle Research and Development

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Announcement of award; request for nominations.

SUMMARY: This notice announces the National Award for the Advancement of Motor Vehicle Research and Development, describes its background and basis, and solicits nominations for the award. It also identifies the required content for nominations and describes the evaluation process and criteria to be used in making selections.

DATES: Nominations must be received not later than December 13, 1996.

ADDRESSES: Send complete nominations with supporting information to William A. Boehly, Associate Administrator for Research and Development, NRD-01, National Highway Traffic Safety Administration, 400 Seventh St. SW, Washington, DC 20590. For further information, contact Louis J. Brown, Jr., Special Assistant for Technology Transfer Policy and Programs, NRD-01, National Highway Traffic Safety Administration, Washington, DC 20590, phone: 202-366-5199, fax: 202-366-5930.

SUPPLEMENTARY INFORMATION: The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991

established a National Award for the Advancement of Motor Vehicle Research and Development. It set the basis for the award as follows:

The Secretary of Transportation shall periodically make and present the award to domestic motor vehicle manufacturers, suppliers, or Federal laboratory personnel who, in the opinion of the Secretary of Transportation, have substantially improved domestic motor vehicle research and development in safety, energy savings, or environmental impact. No person may receive the award more than once every 5 years. (15 USC 3711c.)

This announcement is to solicit nominations for the National Award for the Advancement of Motor Vehicle Research and Development and to provide relevant information. It is the fourth year of competition for the award; the third competition having closed on December 15, 1995 after having been announced by Federal Register notice (60 FR 55645, Wednesday, November 1, 1995). The award consists of a medal and citation from the Secretary of Transportation. It will be presented at an appropriate ceremony.

Nominators: Any person may nominate individuals or organizations he or she believes are worthy of receiving the award by reason of accomplishments.

Eligibility: Eligibility for the National Award for the Advancement of Motor Vehicle Research and Development is limited to domestic motor vehicle manufacturers, domestic suppliers to the motor vehicle industry, their employees, and personnel of Federal laboratories. See the *Definitions* section below for the definitions of the following terms:

Domestic motor vehicle manufacturer, Domestic supplier, and

Federal laboratory.

Qualifying Work: The award will recognize work that has substantially improved domestic motor vehicle research and development in the areas of motor vehicle safety, motor vehicle energy savings, or environmental impacts of motor vehicles. The work may be a singular one time accomplishment or it may be a series of accomplishments that have had substantial effect over time. Examples of the types of achievements that fall into the three categories are:

1. **Safety Improvement**—Vehicular technology that reduces the likelihood of crashes (crash avoidance) or the likelihood of serious injury when a crash occurs (crashworthiness) or otherwise improves the chances of post-crash survival/recovery of crash victims. This could include research and development of instrumentation or biomechanics.

2. **Energy Savings**—Technology that saves energy in the production or operation of motor vehicles by such means as light weight structures, engine and drive train improvements, reductions in tire rolling resistance or aerodynamic drag, and modifications of fuel characteristics.

3. **Improvements in Environmental Quality**—Motor vehicle technology that reduces emissions, reduces solid waste, reduces hazardous waste, reduces noise (e.g., tire noise), as well as technology that reduces waste byproducts of motor vehicle production, operation, or scrappage.

Required Contents of Nomination

- Names and identification of specific individuals or organizations being nominated.
- Identification of nominator(s) with title(s), address(es) and phone number(s). At least one nominator must sign the nomination.
- Description of accomplishments, including the nature of the specific research and development accomplishment and reasons why it constitutes substantial improvement. Identify involvement of organization or individual(s) nominated.
- References for improvements (patents, awards, papers, other recognition).
- Establish eligibility of nominees. Individuals must be past or current employees of organization at which research and development was accomplished.
- Establish that improved technology is for motor vehicles offered for sale in the United States.

Limitation on length of nomination: The nomination is limited to 10

numbered pages of 8.5 inch by 11.0 inch paper with one inch margins and font size not less than 12 point.

Send an original and three copies of the complete nomination to William A. Boehly, Associate Administrator for Research and Development, NRD-01, National Highway Traffic Safety Administration, 400 Seventh St. SW, Washington, DC 20590. Nomination will be returned to the nominator if it includes a written request.

Evaluation process and criteria: NHTSA and other Federal agency staff will make an initial screening of all nominations received on or before December 13, 1996 to ensure that they contain the required information and meet the statutory requirements for eligibility and field of work. Subsequently, a special panel will evaluate the nominations. NHTSA intends that the evaluation panel will include experts in the fields of energy savings and environmental impact in addition to motor vehicle safety. The panel will make its evaluations according to the following criteria:

1. Quality of cited work.
2. Contribution of cited work to improved safety, energy savings or environmental quality.
3. Involvement of nominees with cited work.

The Secretary of Transportation will then select the awardee from among the nominees receiving high evaluations from the evaluation panel. The Secretary may also decide not to make an award. His decision is final.

Definitions

For the purposes of determining eligibility for the National Award for the Advancement of Motor Vehicle Research and Development, the following definitions will apply:

Domestic motor vehicle manufacturer—a company engaged in the production and sale of motor vehicles in the United States and that has majority ownership or control by individuals who are citizens of the United States. [Definition based on that of "United States-owned company" in Section 15 U.S.C. 278n(j)(2) as added by Public Law 102-245.]

Domestic supplier—a company that supplies research and development, design services, materials, parts and/or items of equipment or machinery to a motor vehicle manufacturer or subcontractor to a motor vehicle manufacturer or whose products are used in new motor vehicles and that has majority ownership or control by individuals who are citizens of the United States.

Personnel of Federal laboratory—Individuals employed by the Federal Government at a facility engaging in research and development activities or employed by a contractor at such a facility that is owned by

the Federal Government and operated by that contractor.

Ricardo Martinez,
Administrator.

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DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Federal Reserve System

Federal Deposit Insurance Corporation

Submission for OMB Review; Comment Request

AGENCIES: Office of the Comptroller of the Currency (OCC), Treasury; Board of Governors of the Federal Reserve System (Board); and Federal Deposit Insurance Corporation (FDIC).

ACTION: Notice of information collection to be submitted to OMB for review and approval under the Paperwork Reduction Act of 1995.

SUMMARY: On February 21, 1995, the OCC, the Board, and the FDIC (the "agencies") requested approval from the U.S. Office of Management and Budget (OMB) and published for a 30-day public comment proposed revisions to the Country Exposure Report. In response to public request the comment period was extended to April 21, 1995. The agencies received comments from one trade group and one commercial bank. After considering the comments, the Federal Financial Institutions Examination Council (FFIEC), of which the agencies are members, has adopted several modifications to the revised reporting requirements initially proposed.

In accordance with the requirements of the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35), the OCC, the Board, and the FDIC may not conduct or sponsor, and the respondent is not required to respond to, an information collection that has been extended, revised, or implemented on or after October 1, 1995, unless it displays a currently valid Office of Management and Budget (OMB) control number. Comments are invited on: (a) whether the proposed revisions to the following collections of information are necessary for the proper performance of the agencies' functions, including whether the information has practical utility; (b) the accuracy of the agencies' estimate of the burden of the information collections as they are proposed to be revised, including the validity of the