

proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for inspection and copying in the Commission's Public Reference Room. Copies of the filing will also be available for inspection and copying at the Board's principal offices. All submissions should refer to File No. SR-MSRB-97-11 and should be submitted by January 26, 1998.

For the Commission by the Division of Market Regulation, pursuant to delegated authority, 17 CFR 200.30-3(a)(12).

Jonathan G. Katz,

Secretary.

[FR Doc. 98-46 Filed 1-2-98; 8:45 am]

BILLING CODE 8010-01-M

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Implementation of Tariff-Rate Quota for Imports of Beef

AGENCY: Office of the United States Trade Representative.

ACTION: Notice.

SUMMARY: The Office of the United States Trade Representative, (USTR) is providing notice that USTR has determined that New Zealand, pursuant to its request, is a participating country for purposes of the export certification program for imports of beef under the tariff-rate quota.

DATES: The action is effective January 1, 1998.

FOR FURTHER INFORMATION CONTACT: Suzanne Early, Senior Policy Advisory for Agricultural Affairs, Office of the United States Trade Representative, 600 17th Street NW, Washington, DC 20508; telephone: (202) 395-9615.

SUPPLEMENTARY INFORMATION: The United States maintains a tariff-rate quota on imports of beef as part of its implementation of the Marrakesh Agreement Establishing the World Trade Organization. The in-quota quantity of that tariff-rate quota is allocated in part among a number of countries. As part of the administration of that tariff-rate quota, USTR provided, in 15 CFR part 2012, for the use of export certificates with respect to imports of beef from countries that have an allocation of the in-quota quantity. The export certificates apply only to those countries that USTR determines are participating countries for purposes of 15 CFR part 2012.

On December 19, 1997, USTR received a request and the necessary

supporting information from the government of New Zealand to be considered as a participating country for purposes of the export certification program. Accordingly, USTR has determined that, effective January 1, 1998, New Zealand is a participating country for purposes of 15 CFR part 2012. As a result, effective on or after January 1, 1998, imports of beef from New Zealand will need to be accompanied by an export certificate in order to qualify for the in-quota tariff rate. Imports exported prior to January 1, 1998, including exports currently warehoused, will not require a certificate. In order for the export certificate to be valid, it has to be used in the calendar year for which it is in effect.

Charlene Barshefsky,

United States Trade Representative.

[FR Doc. 97-34235 Filed 12-31-97; 9:11 am]

BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Funds Availability for High Speed Non-Electric Passenger Locomotive Demonstration Program

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of funds availability.

SUMMARY: FRA announces the availability of \$3,000,000 in fiscal year 1998 to initiate the development and demonstration of a prototype, high-speed, non-electric passenger locomotive. Thereafter, depending upon appropriations in future years, up to an additional \$17,000,000 may be available for this program.

Authority

The authority for this program is contained in the Department of Transportation and Related Agencies Appropriations Act for fiscal year 1998 (Pub.L. 105-66), dated October 27, 1997.

Eligible Participants

Only existing locomotive manufacturers with experience producing locomotives in revenue service in North America shall be considered as eligible applicants for this Federal assistance program. It is expected that this project will be awarded as a cooperative agreement. Other entities wishing to participate may subcontract with a qualified locomotive manufacturer/applicant.

Submission of Applications

Five (5) copies of each application should be submitted by February 27, 1998 to the following address: Robert L. Carpenter, Office of Acquisition & Grants Services, Federal Railroad Administration, Mail Stop 50, 400 7th St. S.W., Washington, DC 20590.

Points of Contact

Technical questions regarding this solicitation may be directed to: Robert J. McCown, Director, Technology Development, Federal Railroad Administration, Mail Stop 20, 400 7th St. S.W., Washington, DC 20590, TEL 202-632-3250, FAX 202-632-3854.

Requests for forms and administrative questions regarding this solicitation may be directed to: Robert L. Carpenter, Office of Acquisition & Grants Services, Federal Railroad Administration, Mail Stop 50, 400 7th St. S.W., Washington, DC 20590, TEL 202-632-3236, FAX 202-632-3846.

Purpose

FRA is seeking a qualified locomotive manufacturer to demonstrate an advanced technology high-speed non-electric locomotive capable of 125 mph sustained operations with the goal of ultimately being capable of 150 mph operations with acceleration characteristics approaching or equal to current high-speed electric locomotives. The locomotive shall also be capable of demonstrating enhanced performance using the energy storage element of the flywheel developed by the Advanced Locomotive Propulsion System (ALPS) project. As part of the Next Generation High Speed Rail Program, FRA has identified three critical technology areas where improved performance or reduced cost could enhance the viability of high-speed passenger rail service based on incremental improvements to existing rail infrastructure. These are non-electric locomotives, grade crossing risk mitigation, and advanced train control systems.

The development of lightweight, high power, non-electric motive power is critical to the introduction of passenger service at speeds above 90 mph in the United States. The cost of electrification is relatively expensive in all but the most densely utilized corridors. Further, locomotives based primarily on designs appropriate for freight applications are not practical for speeds above 100 mph, due to poor acceleration capability and weight, particularly unsprung mass, which is incompatible with sustained use on typical track structures because of the large forces generated at high speeds. For operations in territories

where operations are shared with freight, high power, lightweight locomotives are essential to the introduction of high-speed passenger operations.

The manufacturer/applicant selected as a result of this notice will provide a locomotive platform to demonstrate the prime mover and will be capable of demonstrating the prime mover and stored energy system acting in concert. The platform will include the basic locomotive structure and systems such as brakes, operating cab compartment, DC bus, power conditioning equipment, and the traction motors capable of delivering the power to the rail. The locomotive builder will work with the team currently working on the ALPS project to integrate the systems (supplied as Government Furnished Equipment) and provide the power management controls necessary to demonstrate appropriate acceleration and energy storage.

FRA is seeking a manufacturer with the experience and facilities needed to build a locomotive capable of high performance without the flywheel energy storage system and to later integrate the flywheel energy storage system onto this locomotive to permit even higher performance. Although the flywheel energy storage system will be provided as Government Furnished Equipment, close cooperation will be required between the locomotive manufacturer and the ALPS project team to assure smooth integration and successful demonstration of the flywheel energy storage system.

FRA recognizes that the current market conditions may not justify the development of high speed non-electric locomotives using solely private sector funds. However, FRA believes that if a successful prototype is developed which leads to a production high-speed non-electric locomotive, there is a high likelihood that a market will exist for a reasonable number of units. Based on the expected benefit of this market to the manufacturer selected under this solicitation, FRA expects that the manufacturer will be willing to share in a substantial proportion of the cost of this project. While the target cost sharing from the manufacturer is 50% of the overall project costs, the level of cost sharing is one of the criteria on which proposals will be evaluated. The application should describe the intended source(s) and commitment status of the applicant's cost sharing level. Cost sharing estimates should reflect the value of equipment to be furnished by the applicant.

Project Description

The manufacturer will develop and demonstrate a locomotive suitable for high speed passenger rail service on existing infrastructure. This development and demonstration will be conducted in two phases, which may be consecutive or concurrent as specified in the applicant's proposed project description.

Under the expected cooperative agreement arrangement FRA anticipates furnishing technical guidance and assistance as appropriate throughout the project.

Phase I

Develop and demonstrate a high speed non-electric locomotive capable of rapid acceleration and cruising speeds of 125 mph. The locomotive may utilize the Government furnished gas turbine engine and high speed generator or it may utilize alternate components supplied by the manufacturer. The traction power system of this locomotive should be capable of receiving both the power produced by the prime mover and the power expected from the ALPS developed flywheel energy storage system simultaneously for a period of several minutes, which will total approximately 8,000 hp.

The locomotive must supply standard 480-volt, 3-phase, head-end power to support train electrical requirements. If necessary, an auxiliary power generating system aboard the locomotive may be used to provide head-end power to permit all prime mover power to be used for traction.

The manufacturer will be responsible for all engineering, systems integration, program management, liaison with suppliers of furnished equipment and manufacturing/fabrication activities required to complete the project, including the design and development of a control system to manage the combined locomotive-flywheel demonstration in Phase II.

The Phase I locomotive will then be tested and demonstrated in service. Testing may be conducted at the Transportation Technology Center in Pueblo, Colorado or other locations. Service demonstrations may be conducted on one or more of the high speed rail corridors designated in section 1010 of the Intermodal Surface Transportation Efficiency Act of 1991 or on the Northeast or Empire Corridors. These service demonstrations may involve one or more types of passenger cars, some of which may be equipped with non-standard coupling systems associated with new high speed

equipment becoming available in the United States. The manufacturer should indicate how this issue will be addressed. The manufacturer will be expected to prepare and conduct a test and demonstration plan and to conduct testing activities to evaluate the performance and revenue service suitability of the locomotive.

Phase II

The ALPS team is in the third year of a multi-year development effort to demonstrate a hybrid propulsion system. One component of ALPS is a lightweight, small 4,000 hp gas turbine engine which is already proven in service. Two new critical components are being pursued in the project: a high rotating speed, compact, high power motor/generator and a high energy flywheel. The FRA believes these technologies together with an innovative locomotive design can provide a marketable passenger locomotive to serve operations with speeds over 100 mph.

The first new technology to be demonstrated by the ALPS team is the high rotational speed, high power motor/generator which can be directly coupled to prime movers operating at up to 15,000 rpm, as well as to flywheels operating in the same speed range. At least two units of this type of motor/generator will be needed for a consist employing the full ALPS propulsion system: one for the prime mover and one for the flywheel portion of the system. The Allied Signal concept under development will be capable of producing up to 4000 hp of direct current electrical power with very high efficiencies.

The other enabling technology is a flywheel energy storage unit capable of storing 500 to 600 megajoules of energy, equivalent to up to 4000 hp for several minutes. The flywheel will rotate on the same shaft as the generator at 7500 to 15,000 rpm. The intent is to use the flywheel to double total maximum propulsion system power; reduce the size of the primary power plant required for reasonable acceleration; provide greater operating efficiency by using regenerated stored braking energy, and aid in leveling the turbine operating conditions which is expected to significantly improve overall turbine life, maintenance, and operating costs. Final designs for the ALPS systems are currently being developed.

Building on the efforts in Phase I, the manufacturer will integrate the energy storage flywheel system, and test and demonstrate the locomotive using the combination of prime mover and flywheel propulsion. The flywheel

system may be mounted in the locomotive carbody itself, or it may be located in a suitable trailing car. Regardless of the location of the flywheel system, the locomotive manufacturer will be responsible for system integration and installation. As part of this effort, the locomotive manufacturer will design and develop a power conversion and control system to manage the operation of the flywheel energy storage system and prime mover during idling, acceleration, cruising and braking and provide this system to the ALPS team for testing in advance of the installation of the flywheel energy storage system.

The manufacturer will be responsible for all engineering, systems integration, program management, liaison with suppliers of furnished equipment and manufacturing/fabrication activities required to complete the project.

The Phase II locomotive will then be tested and demonstrated. Testing may be conducted at the Transportation Technology Center in Pueblo, Colorado or other locations. The service demonstrations may be conducted on one or more high speed rail corridors designated in Section 1010 of the Intermodal Surface Transportation Efficiency Act of 1991. These service demonstrations may involve one or more types of passenger cars, some of which may be equipped with non-standard coupling systems associated with new high speed equipment becoming available in the United States. The manufacturer should indicate how this issue will be addressed. The manufacturer will be expected to prepare a test and demonstration plan and to conduct testing activities to evaluate the performance and revenue service suitability of the locomotive.

It is expected that the testing and demonstration period for Phases I and II will be approximately one year. After testing and demonstration under this project is complete, it is expected that any Government Furnished Equipment aboard the locomotive will remain aboard for further cooperative testing, demonstrations, and possible revenue service demonstrations.

Furnished Equipment and Information

Equipment directly purchased with Government funds will remain Government property at the completion of the project. Equipment furnished by the manufacturer/applicant or purchased at the expense of the manufacturer/applicant will remain the property of the applicant at the completion of the project.

The Government will make available at no cost for this project one Allied-

Signal TF-40 or TF-50 (depending upon availability) gas turbine engine capable of delivering approximately 4000 hp using Number 2 Diesel Fuel.

On behalf of the Government, the ALPS team will make available at no cost for this project one high speed generator for use with the gas turbine engine and one energy storage flywheel coupled to a second high speed generator.

The use of the Government furnished gas turbine engine and associated high speed generator for the Phase I locomotive is at the option of the proposer. Alternative propulsion equipment may be proposed.

Note: A specifications package on all of these components is available from the FRA administrative contact at the address shown above under "Points of Contact."

The ALPS team is currently conducting a market needs survey for high speed non-electric locomotives. The results of this survey will be made available to the selected applicant.

Project Schedule

FRA desires to have the demonstration locomotive available as soon as possible, considering the availability schedule for the Furnished Equipment.

The Allied-Signal TF-40 gas turbine is currently a production item, an Allied Signal TF-50 gas turbine with enhanced performance is expected to become available by September, 1999. Depending on availability, either a TF-40 or TF-50 could be initially installed in the locomotive. The TF-50 is designed as an exact-fit replacement for the TF-40 and could be easily substituted when it becomes available. The first high speed generator is expected to be available for testing by the ALPS team September, 1998. The ALPS team will conduct extensive testing on a combination of the gas turbine and generator in cooperation with the locomotive manufacturer. The tested turbine-generator combination is expected to be available for installation by September, 1999.

For Phase II, the second high speed generator and the flywheel energy storage system are expected to be available by for installation by October, 1999. The locomotive manufacturer must provide an inverter and control system linking the DC bus to the high speed generator to the ALPS team for testing by March, 1999.

The manufacturer shall use these expected availability dates in preparation of their proposed schedule, which will be considered in the evaluation of the proposal.

Performance and Design Issues

To be successful, the locomotive system must be able to meet the broad range of high-speed passenger locomotive requirements, such as high acceleration, high top speed, high availability, high reliability and maintainability, while remaining economical to purchase and operate.

Perhaps the most challenging goal is the ability of the non-electric locomotive to provide accelerating capabilities similar to those of existing electric locomotives. This corresponds to an acceleration from 0 to 125 MPH in approximately 5 minutes pulling a four car train. In addition, the weight and particularly the forces induced into the track structure at high speeds must be minimized, especially under conditions of high cant deficiency. These locomotives will routinely operate on track shared with freight trains and the ability to tolerate track irregularities at high speeds without causing significant track damage is critical. In order to accomplish these goals the locomotive integrator needs to show particular capability in the design of axles, trucks, and car bodies appropriate for high speed operations. Of particular interest will be the methods of supporting the high power traction motors and braking systems.

In addition, the locomotive must be aerodynamically designed to reduce air resistance and to minimize noise. The cabs should be compatible with the state of the art in terms of train control technology and working environment. Finally, the locomotive must comply or at a minimum must be adaptable to comply with the most recent crash energy management strategies as called for under the proposed FRA Tier II passenger equipment standards.

Specific Performance Targets

These specific performance targets outline the desirable characteristics of the prototype locomotive. They are not absolutes; the degree to which these performance targets are met or exceeded will be an evaluation factor for proposals.

General: The locomotive shall be suitable for revenue service demonstration. It shall comply with all FRA, Environmental Protection Agency, Association of American Railroads (AAR) and other relevant industry and government requirements regarding safety and performance for all locomotives operating in the United States, including but not limited to those for occupant protection, braking, noise and exhaust emissions. The locomotive shall be equipped with

standard radio and train control equipment suitable for high speed operation along the intended demonstration corridors.

The following targets apply to both Phase I and Phase II vehicles:

Consist: For planning purposes, performance targets assume a single locomotive pulling four passenger cars each weighing 55 tons. The locomotive may also be used with a streamlined cab car or with one locomotive at each end and eight cars (1-8-1) or in other configurations. Recognizing that characteristics other than coach weight, such as aerodynamics and braking capability, will affect the performance of the train, the proposer may assume that the four cars are of the Amfleet Type II for performance estimation purposes.

Weight: The target maximum weight for the fully-fueled locomotive is 200,000 pounds. The target maximum unsprung weight is 6,000 pounds per axle.

Clearance: The locomotive shall be sized such that it complies with the clearance diagram for the Northeast Corridor at all expected speeds and operating conditions.

Crash-worthiness: The locomotive should meet or it should be possible to modify it at reasonable expense to meet FRA Tier II passenger equipment crash-worthiness requirements (as published in FRA PCSS-1, Notice #2 in Volume 62, Number 184 of the **Federal Register** dated Tuesday, September 23, 1997.) These requirements call for a total train crash energy management design. Tier II calls for specific energy absorption levels in the power car and anti-climb devices. In addition, all vehicles in the train must be designed to stay upright and in-line as a goal in any accident.

Range: The locomotive should be capable of a 1000 mile round trip over average trackage with an average number of stops (the Northeast Corridor between Washington, DC and New York may be used for reference) un-refueled with a 15% fuel reserve remaining.

Cant Deficiency: The locomotive must be capable of safe operation at cant deficiencies up to 9 inches, and preferably up to 12 inches.

Track Conditions: The locomotive shall be capable of safely operating at track speed on all classes of track, including proposed Class 7 and 8 high-speed tracks as well as Class 1 yard track. The locomotive shall be capable of safely negotiating curves up to 20 degrees for operations in yards.

Coupling to Other Trains: It must be possible to couple this locomotive to other trains in order to move it throughout the rail system. In this configuration, the locomotives air

(friction) brakes should be fully functional and be controllable by the lead locomotive.

The following performance targets apply to the Phase I locomotive using the four car consist described above:

Acceleration: From a standing start to 125 mph in five minutes or less at sea-level and 105 degrees Fahrenheit ambient air temperature.

Maximum Speed: 125 mph with a 10 mph headwind on a 0.1% ascending grade at sea-level and 105 degrees Fahrenheit ambient air temperature.

The following performance targets apply to the Phase II locomotive using the four car consist described above:

Acceleration: From a standing start to 150 mph in four minutes or less at sea-level and 105 degrees Fahrenheit ambient air temperature.

Maximum Speed: 150 mph with a 10 mph headwind on a 0.1% ascending grade at sea-level and 105 degrees Fahrenheit ambient air temperature.

Design Issues

The following issues must be considered in the design of the locomotive. Rather than setting specific targets, proposers should address the features and capabilities of their locomotive platform as it is proposed for this project.

Braking System: In addition to complying with FRA minimum regulatory requirements, the braking system should be adequate to permit safe operation in normal revenue service at the intended Phase I and Phase II speeds without resulting in unreasonably high brake wear rates, temperatures or maintenance requirements. The proposer should address how adequate fail-safe braking performance will be assured using only four cars attached to a single locomotive at intended Phase I and Phase II speeds. The braking capability of fully loaded Amfleet Type II cars may be assumed for determining braking performance.

Environment: The locomotive should be capable of being started and operated with minimal degradation in performance over the entire range of temperatures and weather conditions reasonably expected to be encountered in the continental United States.

Crosswinds: The locomotive should be capable of operating at high cant deficiency in strong crosswinds from the worst case direction without risk of rollover and without exceeding the Northeast Corridor clearance envelope.

Multiple Unit Operation: The design of the locomotive's control system should not preclude future modification to permit powered multiple unit operation under single-point control in

combination with other conventional or high-speed locomotives, or with additional units of the same make and model. The manufacturer should indicate the multiple unit operational capabilities of the proposed prototype and the general suitability of the prototype for modification to be fully capable of multiple unit operation.

Cab Configuration: The cab should include seating for two engine men and at least one additional seat for observers. All controls and displays should be designed for easy access and visibility. Seat comfort, noise level, vibration level, and climate control should be suitable for comfortable operation for long periods of time without the need for ear protection.

Coupling Issues: The testing and service demonstration may involve one or more types of passenger cars, some of which may have non-standard coupling systems. The manufacturer should indicate how this issue will be addressed.

External Power: In certain areas, it is desirable that a locomotive be capable of operating on standard third-rail DC (650 Volts) power at lower speeds (up to 50-80 mph). The proposer should indicate the feasibility of adding this capability to the prototype locomotive.

Evaluation Criteria

Applications will be evaluated by the FRA technical staff on the following criteria which may not be weighted equally:

- Ability of the locomotive manufacturer to successfully complete project. It is expected that the manufacturer has available or will expect to have available in the near future a locomotive platform on which to base the high speed demonstrator design. Further, the manufacturer must have the capability to manage the technical and programmatic aspects of the project and the resources to share in the cost of the project. Specifically, the manufacturer's organizational capabilities will be evaluated in terms of technical capability, administrative capability, management capability, available facilities, personnel capabilities, financial resources, relationships and experience with the railroad industry and experience as a supplier of locomotives.

In order for an application to be considered further, the applicant must demonstrate adequate capabilities set forth in the preceding paragraph. Applicants failing to meet these requirements will not be considered further.

- Suitability of the proposed locomotive for revenue service

demonstration and eventual development into a marketable product: FRA intends that this project will lay the groundwork which will eventually lead to the marketable production high speed non-electric passenger locomotive. The degree to which the proposed work effort will lead to the a marketable locomotive and this unit's expected suitability for the target market will be evaluated, including the expected performance and expected initial and life-cycle cost.

- Meeting of performance targets: The degree to which the proposed locomotive is capable of meeting the performance targets outlined herein will be evaluated.

- Design issues: The adequacy with which the applicant addresses the design issues outlined herein will be evaluated.

- Test and Demonstration: The applicant's demonstrated experience in conducting locomotive test and demonstration programs along with a brief outline of a potential test and demonstration program, especially with regard to issues of in-service demonstration on the railroad system and potential liability, and the outlined test program's likelihood of accurately characterizing the performance, reliability, maintainability, and operating cost of the prototype locomotive will be evaluated.

- Schedule: FRA desires to have the locomotive available as soon as possible while considering the expected availability dates for any Government Furnished Equipment to be used.

- Overall project cost and proportion of cost the locomotive manufacturer/applicant is willing to share with the Government.

Content of Applications

In general, an application should address all of the evaluation criteria outlined herein. Further, the cost and technical portions of the application should be separated such that the technical and cost merits of the application can be evaluated separately.

Technical

The technical portion of the application should be 50 pages or less and shall contain the following information:

1. Standard Form (SF) 424 (Rev. 4/92)—Application for Federal Assistance.
2. An executive summary of the proposed project not exceeding two pages in length.
3. A description of the applicant's qualifications to complete the project, including a description of the proposed

organizational team members and their individual qualifications.

4. Description of the locomotive platform on which the high-speed demonstration locomotive is to be based and a description of its suitability for high-speed use with regard to the requirements outlined in this solicitation.

5. Description of the proposed work to design and fabricate the high-speed demonstration locomotive and the expected performance of the locomotive for both Phase I and Phase II. Description of how the design issues herein will be addressed.

6. Brief outline of a potential test and demonstration program, including duration and provisions for maintaining and repairing the locomotive during testing and demonstration. The applicant should describe its own test facilities as well as its experience working with and ability to coordinate and cooperate with Amtrak, the Transportation Technology Center, railroads and other relevant parties, as well as the means by which liability issues will be addressed during the test and demonstration phase.

7. A proposed schedule for the entire project.

8. A description of how the project will comply with the Buy American Act (41 U.S.C. 10a–10c) and the domestic content restrictions set forth in Section 331 of the 1998 DOT Appropriations Act.

Cost

The cost portion of the application shall contain a cost estimate for the proposed effort sufficiently detailed by element of cost for a meaningful evaluation. The estimate shall be summarized in an easily readable format and broken down for each year of the proposed work, and shall include the following information:

1. A breakdown of estimated labor costs by category and quantity (to the person-year level is sufficient), materials costs, significant special tooling costs (if any), travel expenses and other costs sufficient to evaluate the expected level of effort in project. Technical alternatives must be separately priced.
2. Complete breakdown of any major subcontracts.

3. The description of the nature and magnitude of costs the applicant is willing to bear (cost sharing), including a certification that the applicant has secured the appropriate cost share funding levels and identifying the source(s) of funding.

4. An estimate of the cost of a production version of both Phase I and Phase II locomotives expressed in 1998

dollars, assuming an initial order for 25 units. This estimate should separately state the locomotive manufacturer's unreimbursed development costs associated with this project and an explanation of how this estimate was derived.

5. Standard Form (SF) 424A (Rev. 4/92)—Budget Information—Non-Construction Programs.

6. Certifications and Assurances—Packet includes certifications for—
 - (a) Debarment/Suspension/Ineligibility

- (b) Drug-free Work Place

- (c) Lobbying

- (d) Indirect Costs

- (e) SF 424B (Rev. 4/92) Assurances—Non-Construction

7. Submission of a Minority Business Enterprise/Disadvantaged Business Enterprise program description in compliance with 49 CFR Part 23.

8. Identification of cognizant (Federal or non-Federal) audit agency and date of last audit, or advise if never audited. Include name, address, telephone and point of contact.

9. Identification of (a) authorized negotiators for your organization and (b) the official(s) with authority to legally bind your organization to the terms of the Cooperative Agreement. Include name(s), address, and telephone numbers.

Dated: December 26, 1997.

Jolene M. Molitoris,

Administrator.

[FR Doc. 98–82 Filed 1–2–98; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Proposed Collection; Comment Request for Form 9513

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104–13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning Form 9513, Self Assessment—SES Candidate Development Program.