

evidence of past involvement in related research and the specific plans for seeking applied outcomes described in the application shall be considered part of that potential. Reviewers may consider references from grant/cooperative agreement administrators on previous grants and cooperative agreements held by the proposed center Director or other key personnel. Director and staff time commitments to the center also will be a factor in evaluation. Reviewers will evaluate the affiliations of proposed key personnel to ensure the required multi-disciplinary nature of the consortium is being fulfilled.

Applicants will be judged on the nature and extent of the organizational support for research, mentoring scholars, dissemination, and in areas related to the center's central priorities and this request. Reviewers will evaluate the commitment of the host institution (and the proposed institutional unit that will contain the center) to assess its ability to support all three of the center's major activities: (1) Research, evaluation, and data development; (2) dissemination; (3) education and training. Reviewers also will evaluate the applicant's demonstrated capacity to work with a range of government agencies.

(6) Appropriateness of the budget for carrying out the planned staffing and activities. (10 points)

Reviewers will consider whether (1) the budget assures an efficient and effective allocation of funds to achieve the objectives of this solicitation, and (2) the applicant has additional funding from other sources, in particular, the host institution. Applications that show funding from other sources that supplement funds from this cooperative agreement will be given higher marks than those without financial support. Awardees are required to contribute a minimum of 5 percent cost share of total project costs.

Panel Recommendations. Once each application is scored and ranked, the panel will then review the top applicants and recommend centers that together best address the range of responsibilities described in Part I.

Part VI. Award Administration Information

A. Notification

Grants.gov will issue application receipt acknowledgements.

B. Award Notices

Applicants who have been selected will receive an official electronic notice of award signed by an SSA Grants Management Officer around September

15, 2008. Those who were not selected will be notified by official letter.

C. Administration and National Policy Requirements

Executive Order 12372 and 12416—Intergovernmental Review of Federal Programs

This program is not covered by the requirements of Executive Order (E.O.) 12372, as amended by E.O. 12416, relating to the Federal policy for consulting with State and local elected officials on proposed Federal financial assistance.

VII. Agency Contacts

For matters related to the application and submission process for this cooperative agreement, contact Grants Management Officer, Gary Stammer at (410) 965-9501 or gary.stammer@ssa.gov, or Mary Biddle, Grants Management Officer, at (410) 965-9503 or Mary.Biddle@ssa.gov. The mailing address is SSA, Office of Acquisition and Grants, Grants Management Team, 7111 Security Blvd., 1st Floor, Rear Entrance, Baltimore, MD 21244. The fax number is (410) 966-9310.

For program content information, contact the RRC Project Officer, Sharmila Choudhury at (202) 358-6261 or sharmila.choudhury@ssa.gov. The mailing address is SSA, Office of Retirement and Disability Policy, 500 E St., SW., Room 913, Washington, DC 20254. The fax number is (202) 358-6187.

VIII. Other

This announcement is for the re-competition of the RRC. The cooperative agreement for the RRC currently in place was awarded in 2003 and will expire in September 2008.

Along with the official notice of award each year, SSA will issue a set of Terms and Conditions that define closely the responsibilities of the center and SSA towards meeting the goals of the cooperative agreement.

An Annual Priority Research Memo will also be issued each year before the start of the continuation cycle to guide the centers in preparing their continuation applications.

SSA is committed to accessibility of its products to persons with disabilities. Each center's Web site should meet accessibility standards identified in Section 508 of the Rehabilitation Act. The annual conference also should be accessible to persons with disabilities.

Additional information on how SSA sponsors grants and other details may be found on the Grants Home page at <http://www.ssa.gov/oag>.

(Catalog of Federal Domestic Assistance: Program No. 96.007, Social Security—Research and Demonstration)

Dated: March 21, 2008.

Michael J. Astrue,

Commissioner of Social Security.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on January 9, 2008, Vol. 73, No. 6, Pages 1666-1667.

DATES: Comments must be submitted on or before May 5, 2008

FOR FURTHER INFORMATION CONTACT: Susan Ryan at the National Highway Traffic Safety Administration, Office of Regional Operations and Program Delivery (NTI-200), 202-366-2715, 1200 New Jersey Avenue, SE., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: Highway Safety Program Cost Summary and 23 CFR Part 1345, Occupant Protection Incentive Grant, Section 405.

OMB Numbers: 2127-0003; 2127-0600.

Type of Request: Extension to a previously approved collection of information.

Abstract: The Highway Safety Plan identifies state's traffic safety problems and describes the program and projects to address those problems. In order to account for funds expended, States are required to submit a HS-217 Highway Safety Program Cost Summary. The Program Cost Summary is completed to reflect the state's proposed allocations of funds (including carry-forward funds)

by program area, based on the projects and activities identified in the Highway Safety Plan.

An occupant protection incentive grant (Section 405) is available to states that can demonstrate compliance with at least four of six criteria.

Demonstration of compliance requires submission of copies of relevant seat belt and child passenger protection statutes, plan and/or reports on statewide seatbelt enforcement and child seat education programs and possible some traffic court records.

Affected Public: For the Highway Cost Summary the public is the 50 states, District of Columbia, Puerto Rico, U.S. Territories, and Tribal Government. For the Section 405 grant program the public is the 50 states, the District of Columbia, Puerto Rico, American Samoa, Guam, Northern Marianas and the Virgin Islands.

Estimated Total Annual Burden: 570 and 780 respectively.

Address: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: NHTSA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Departments estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is most effective if OMB receives it within 30 days of publication.

John F. Oates,

Acting Associate Administrator for Regional Operations and Program Delivery.

[FR Doc. E8-6856 Filed 4-2-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[PHMSA-2008-0075 (Notice No. 08-2)]

Hazardous Materials: Transport of Lithium Batteries; Notice of Public Meeting

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice is to advise interested persons that PHMSA will conduct a public meeting to discuss the safe transportation of lithium batteries.

DATES: The public meeting will be Friday, April 11, 2008, starting at 9 a.m.

ADDRESSES: The meeting will be held at the U.S. DOT headquarters, Rooms 8-9-10—DOT Conference Center, 1200 New Jersey Ave., SE., Washington, DC 20590. The main visitor's entrance is located in the West Building, on New Jersey Avenue and M Street. For information on the facilities or to request special accommodations, please contact Kevin Leary at the telephone number listed under **FOR FURTHER INFORMATION CONTACT** below.

FOR FURTHER INFORMATION CONTACT: Kevin Leary, Office of Hazardous Materials Standards, telephone, 202-366-8553, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, East Building, PHH-10, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001.

SUPPLEMENTARY INFORMATION: On February 22, 2007, the Pipeline and Hazardous Materials Safety Administration (PHMSA) hosted a meeting of public and private sector stakeholders who share our interest in the safe transportation of batteries and battery-powered devices. The meeting included representatives of the National Transportation Safety Board (NTSB), the Federal Aviation Administration (FAA), the National Highway Traffic Safety Administration (NHTSA), battery and electronics manufacturers, the Air Transport Association (ATA), the Air Line Pilots Association (ALPA), and emergency responders. On the basis of the meeting we initiated a comprehensive strategy aimed at reducing the transportation risks posed by batteries of all types. PHMSA outlined the strategy in an action plan detailing a range of public and private sector measures designed to enhance safety standards, improve data collection and awareness, and otherwise reduce the risks of transporting batteries and battery-powered devices, with a special focus on aviation safety. PHMSA and the parties to the action plan have met repeatedly over the course of the last year and have made significant progress in meeting the action plan targets.

PHMSA believes that a follow-on public meeting would be useful at this time to review progress under the 2007 action plan and discuss necessary next steps. Although substantial effort and

progress have been made since the February 2007 meeting, we believe additional steps should be taken to prevent a significant incident. While the safety record associated with the transportation of lithium batteries is very good, we continue to observe incidents in all modes of transport and are especially concerned about the risk of battery-related fires aboard aircraft. PHMSA is aware of more than 90 reports of transport incidents involving batteries and battery-powered devices; several of these have involved fires in an aircraft cabin. In cooperation with NTSB and FAA we are investigating a number of these incidents to determine their root cause and to identify effective measures to reduce risk. Based on the observed incidents and our investigations, we have identified several factors we believe are the primary cause of most of the battery incidents. These factors include: internal short circuits, external short circuits, improper charging or discharging, and non-compliance with current safety standards.

On December 17, 2007 and January 7, 2008, the National Transportation Safety Board (NTSB) issued a total of eight safety recommendations following its investigation of a February 7, 2006 hazardous materials incident at the Philadelphia International Airport. In that incident, United Parcel Service Company flight 1307 landed at the airport after a cargo smoke indication in the cockpit. The captain, first officer, and a flight engineer evacuated the airplane after landing, sustaining minor injuries. The airplane and most of the cargo were destroyed by a fire. NTSB determined that the probable cause of this accident was an in-flight cargo fire from an unknown source. The NTSB issued the following safety recommendations:

- Require aircraft operators to implement measures to reduce the risk of primary lithium batteries becoming involved in fires on cargo-only aircraft, such as transporting such batteries in fire resistant containers and/or in restricted quantities at any single location on the aircraft;
- Until fire suppression systems are required on cargo-only aircraft, as asked for in Safety Recommendation A-07-99, require that cargo shipments of secondary lithium batteries, including those contained in or packed with equipment, be transported in crew-accessible locations where portable fire suppression systems can be used;
- Require aircraft operators that transport hazardous materials to immediately provide consolidated and specific information about hazardous