

Total estimated PFC revenue for the airport: \$51,378,084.

Application number: 96-02-C-00-SAV.

Brief description of proposed project(s): Revise Master Plan; Helipad; reconstruct runway 9/27; north and south perimeter fence.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air taxi/commercial operators filing or required to file FAA form 1800-31.

Any person may inspect the application in person at the FAA office listed under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Savannah Airport Commission.

Issued in Atlanta, Georgia on February 15, 1996.

Dell T. Jernigan,

Manager, Atlanta Airports District Office.

[FR Doc. 96-4265 Filed 2-23-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration, Federal Transit Administration

Participation in the Intelligent Transportation Systems Model Deployment Initiative

AGENCY: Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), DOT.

ACTION: Notice; request for participation.

SUMMARY: On January 10, 1996 Secretary of Transportation Federico Peña announced a major Intelligent Transportation Systems (ITS) deployment goal, called Operation TimeSaver, to reduce the travel time of Americans by at least 15 percent through deployment of a complete Intelligent Transportation Infrastructure in 75 of the Nation's largest metropolitan areas. To support this goal, the DOT is seeking applications from public and private sector partnerships to demonstrate and showcase model deployments of a fully integrated, metropolitan-area Intelligent Transportation Infrastructure. These model deployments will demonstrate the benefits of integrated transportation management systems that feature a strong regional, multimodal traveler information services component.

Applications in response to this notice will be assessed, using the selection criteria set forth below, to determine (1) the proposed model deployment's potential for showcasing the benefits of an integrated Intelligent

Transportation Infrastructure in metropolitan areas; (2) the proposed partnership's ability to achieve the goals of the model deployment within the required time frame; (3) the responsiveness of the proposed technical and management approaches for the model deployment; and (4) the appropriateness of the Federal role proposed for the project.

A Request for Information (RFI), published in the Commerce Business Daily on July 31, 1995, requested public comment on the proposed model deployment initiative, along with other issues potentially impacting ITS deployment. Responses to the RFI have been incorporated into this notice, which was developed jointly by the FHWA, the FTA, and the DOT ITS Joint Program Office.

DATES: Applications to participate in the model deployment initiative must be received by 4:00 p.m., e.t. on April 30, 1996.

ADDRESSES: Applications to participate in the model deployment initiative should be submitted directly to the Federal Highway Administration, Office of Traffic Management and ITS Applications, Model Deployment Team, HTV-3, 400 Seventh St. SW., Room 3400, Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT: Ms. Toni Wilbur, FHWA, Office of Traffic Management and ITS Applications, Model Deployment Team, (202) 366-2199; or Mr. Walter Kulyk, FTA, Office of Mobility Innovation, (202) 366-4991; or Mr. Michael Halladay, ITS Joint Program Office, (202) 366-6503; or Mr. Robert Robel, FHWA Office of Contracts and Procurement, (202) 366-4227; or Ms. Beverly Russell, FHWA, Office of the Chief Counsel, (202) 366-1355, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: The DOT has a strong interest in improving the performance of the Nation's surface transportation system. Thus, the Department has taken the lead in conducting ITS research, development, and operational testing activities to lay the foundation for the application of existing and emerging communications, surveillance, control strategies, and position location technologies to improve the efficiency of the surface transportation system. In addition, four locations were designated as ITS Priority Corridors by the DOT in March 1993 using the specific criteria contained in Section 6056(b) of the Intermodal Surface Transportation

Efficiency Act of 1991 (ISTEA) Public Law 102-240, 105 Stat. 1914 (1991), as amended. These corridors are—the Northeast Corridor centered along I-95 and stretching through six states from Maryland to Connecticut; a Midwest Corridor centered around the Chicago metropolitan area and stretching from Gary, Indiana, to Milwaukee, Wisconsin; the Houston, Texas, metropolitan area; and a southern California Corridor centered around I-5/I-10 from Los Angeles to San Diego. The ITS Priority Corridors are intended to provide national test beds for ITS systems and technologies, and, over the long term, establish an ITS infrastructure in the Nation's most congested areas that will support continuing deployment of ITS user services.

The DOT will continue to support ITS research, operational testing, and Priority Corridor activities to obtain the performance and technical data needed to support local investment decisions. Early results from this phase of the program have laid the foundation to begin deployment of a range of ITS products and services.

As a next step toward ITS deployment, the DOT is soliciting applications to establish two or three metropolitan area "model deployments" of an Intelligent Transportation Infrastructure that supports integrated transportation management systems and features a strong, regional, multimodal traveler information services component. These model deployments are to be demonstrations and showcases of the measurable benefits resulting from the application of an integrated, region-wide approach to transportation management and the provision of traveler information services. The model deployments will provide improved transportation management and increased levels of service to the traveling public through the integration of the traditional functions of traffic signal control; transit, freeway, and incident management; emergency services management; and regional, multimodal traveler information services. Where appropriate based on local needs, electronic fare payment and electronic toll collection functions should also be included.

It is recognized that interest in participating in the metropolitan area model deployment initiative is high. Due to funding limitations, only two or three sites can be selected, and the metropolitan area model deployment initiative will not be repeated in future years. However, preparation of a well thought-out model deployment application, whether selected for

participation in the DOT initiative or not, lays an important foundation of inter-jurisdictional, inter-agency and public/private cooperation that will greatly facilitate the deployment of an Intelligent Transportation Infrastructure in the metropolitan area. Thus, the preparation of applications, and the necessary underlying dialogue among relevant public and private entities, is encouraged.

Since metropolitan areas are the venues for much of the Nation's economic activity and offer the potential for early demonstration of ITS benefits, this first model deployment initiative is focused on metropolitan locations. A future model deployment initiative focusing on commercial vehicle operations is planned. Initiatives that focus on rural applications of ITS systems and technologies are also planned.

I. Objective

The objective of this initiative is to demonstrate two or three model deployments of a metropolitan area Intelligent Transportation Infrastructure that feature fully integrated transportation management systems and strong regional, multimodal traveler information services component. In addition to introducing the public to the benefits of ITS products and services, the sites would serve as "showcases" for key local decision makers across the U.S. and would support tours and seminars focused on the benefits of Intelligent Transportation Infrastructure investments by both the public and private sectors.

The model deployment sites will also provide a setting for conducting rigorous evaluations of the benefits of an integrated, metropolitan area Intelligent Transportation Infrastructure. Thus, the design of the model deployment must facilitate access to the data needed to conduct an evaluation. A separate initiative will fund one or more independent evaluation contractors to evaluate the effectiveness of the model deployments in meeting national ITS program goals as set forth in the National ITS Program Plan, dated March, 1995. These goals include—improving the safety and operational efficiency of the Nation's surface transportation system; reducing energy and environmental costs associated with traffic congestion; enhancing present and future productivity; enhancing the personal mobility, convenience and comfort of the surface transportation system; and creating an environment in which the development and deployment of ITS can flourish.

II. Approach

The DOT will select approximately two or three metropolitan areas for model deployments of an Intelligent Transportation Infrastructure that would support integrated operation and management of roadway and transit resources, and the provision of regional, multimodal traveler information services. The proposed model deployments should focus on the use of currently available technologies and strengthened institutional ties. Federal ITS funding will be used to promote partnerships with the private sector, particularly the telecommunications industry, and to integrate existing communications, traffic surveillance, and information management functions to support a regional transportation management system that features dissemination of current, multimodal traveler information.

Funding

The model deployment sites selected through this solicitation will be supported with some of the Federal funds appropriated for ITS in fiscal years (FYs) 1996 and possibly 1997. Federal ITS funding in FY 1996 for support of the model deployment initiative is expected not to exceed \$20 million. The amount of available Federal ITS funding in FY 1997 is currently unknown. Thus, applications should be modular and discuss how the model deployment could be effectively implemented with only FY 96 funding, and expanded with additional funding in FY 97.

It is anticipated that available Federal ITS funding will support two, or possibly three, model deployment sites. Applications that offer the greatest potential for demonstrating all aspects of an integrated Intelligent Transportation Infrastructure (including both the institutional and technological aspects) for the least Federal ITS dollars will be considered the most desirable.

Federal ITS funding for the model deployment initiative would support—

1. System design and integration of the data collection elements of the existing transportation management functions (e.g., freeway management, traffic adaptive signal control, incident management, transit management and electronic fare collection, traveler information services, and electronic toll collection where applicable);

2. Creation of a regional multimodal transportation information system that would support public sector transportation management needs;

3. Creation of a data repository of current, multimodal traveler

information for dissemination through a variety of delivery mechanisms;

4. Public relations and outreach activities to highlight the availability and benefits of the integrated transportation management system to local consumers, public transportation agencies, and other public and private organizations;

5. Project partners' activities in working with the independent evaluation contractor(s) during the system design, implementation, and operational phases to ensure that the system will provide the capabilities and data access needed to measure benefits.

Total Federal ITS funding is not to exceed 50% of the total cost of the model deployment initiative. The remaining 50% would be provided by a combination of non-ITS Federal-aid, State, local, and private funding. Specifics on funding requirements for the model deployment program are contained in Section III of this document under the heading, Financial Plan.

Eligibility

Participants in the model deployment program will be selected based upon the evaluation criteria contained in Section IV of this document. Partnerships representing any metropolitan area are eligible to apply, including metropolitan areas within one of the ITS Priority Corridors designated by the DOT under the criteria established by the ISTEA. If an ITS Priority Corridor location is selected, it is expected that any additional Federal ITS funding provided under the model deployment initiative would be used in conjunction with State, local, private, and previously authorized ISTEA Priority Corridor funds to achieve the objectives of the model deployment program.

Partnership Arrangements

The DOT will generally work with the lead public agency participating in the partnership (State, city or regional agency, depending on the site) to ensure an up front commitment to providing the needed Intelligent Transportation Infrastructure within the parameters of the emerging National ITS Architecture. The DOT will also ensure that needed institutional and partnership arrangements are in place and required funding is available, that the project can be completed within the required time frame, and that the private sector is involved as an infrastructure provider (e.g., communications), as a franchisee (e.g., for information dissemination), or in another capacity contributing significant resources to the project.

Schedule

It is the intent of the DOT that all proposed project agreements and institutional and partnership arrangements are in place by the conclusion of the National ITS Architecture development in July 1996 so that design and construction could begin immediately. The goal is for the sites to have an Intelligent Transportation Infrastructure that supports integrated transportation management systems and regional traveler information services, operational by the end of calendar year 1997.

Project Evaluation

The DOT will conduct a rigorous, independent evaluation of the consumer acceptance of traveler information services and products supported by the model deployments, and the impact and cost effectiveness of an integrated, metropolitan area Intelligent Transportation Infrastructure on achieving local and National ITS program goals. The independent evaluation may be conducted using existing DOT resources, or, as part of another solicitation, the DOT may contract with one or more independent evaluation contractor(s) to evaluate the model deployments.

Note: Successful respondents to the model deployment solicitation are not precluded from bidding on the independent evaluation contract, if such a solicitation is issued, but would not be allowed to participate in the evaluation of their own model deployment effort.

III. Instructions to Applicants

An application to participate in the model deployment initiative shall not exceed 75 pages in length including title, index, tables, maps, appendices, abstracts, and other supporting materials. A page is defined as one side of an 8½ by 11 inch paper, with a type font no smaller than 12 point. Applications greater than 75 pages will not be accepted. Twenty-five copies plus an unbound reproducible copy of the application shall be submitted. The cover sheet or front page of the application shall include the name, address, and phone number of an individual to whom correspondence and questions about the application may be directed.

Applications shall include both a Technical Plan and a Financial Plan that describe how the proposed initiative will meet the objectives of the model deployment program within the specified time frame and budget. Both the Technical and Financial Plans should describe a phased, modular

approach that would effectively achieve the basic objectives of the model deployment initiative with only FY 1996 Federal ITS funding, and that could be expanded with additional FY 1997 Federal ITS funding to include other features or capabilities that would more effectively demonstrate and showcase a comprehensive, metropolitan area Intelligent Transportation Infrastructure.

Respondents are expected to provide the following information, to the extent applicable and appropriate:

Technical Plan

1. Inter-agency, Inter-jurisdictional, and Public/Private Cooperation and Partnership Arrangements

Applications should describe the existing institutional and partnership arrangements that will be integral to the performance of the functions required by the model deployment. The description should include multi-jurisdictional and multi-agency public sector partnerships, public/private sector partnerships, and private sector partnerships.

The application should also describe new institutional and partnership arrangements established to support full deployment of regional transportation management and travel information services. Emphasis should be placed on the anticipated impact of new institutional arrangements on the integration of existing transportation management systems and on the respondents ability to acquire, share, and use data across multi-modal and multi-jurisdictional boundaries. The application should describe the means to be used for converting Araw@ data into useful travel information, and the institutional arrangement for implementing these means.

All needed partnership arrangements and institutional agreements to support the proposed model deployment should be documented with signed Memorandums of Understanding (MOUs) that clearly define responsibilities and relationships. Copies of the MOUs should be included in the application.

Business relationships with the private sector, for example as infrastructure providers, or as providers of traveler information services or products, are strongly encouraged. The role of the private sector, and the financial and institutional arrangement(s) under which they are integrated into the project, must be clearly described and documented with signed MOUs.

Partners are also strongly encouraged to seek participation from certified Minority Business Enterprise firms, Women Business Enterprise firms, Disadvantaged Business Enterprise firms, Historically Black Colleges and Universities, Hispanic Serving Institutions, and other minority colleges.

2. Technical Approach for the Metropolitan Area ITS Model Deployment

Applications should provide a concise description of the proposed operational concept for the metropolitan area model deployment that will build on existing infrastructure and institutional arrangements to provide an Intelligent Transportation Infrastructure that supports *integrated* transportation management systems and the delivery of regional, multimodal traveler information services. Applications should describe the methods and capabilities included in the design of the model deployment that will allow for the measurement of expected benefits.

Applications should also specifically describe the transportation management functions, capabilities, and infrastructure that are currently planned and funded, or must be added, upgraded, or enhanced to support the model deployment, in the following areas: Traffic signal control, freeway management, transit management, incident management, regional, multimodal traveler information services, electronic fare payments (if applicable), and electronic toll collection (if applicable).

Systems integration and enhanced data/information interconnectedness supporting improved transportation management and the generation of traveler information services are crucial elements of the model deployment program. Applications should provide a comprehensive but concise description of the enhanced systems integration and data fusion/integration capabilities that will be used to interconnect existing or proposed communication channels to support improved performance of ITS transportation management functions and the provision of regional multimodal traveler information services.

The proposed system should include provisions for adherence to the privacy principles developed by, and available from, ITS AMERICA, 400 Virginia Avenue SW, Suite 800, Washington, D.C. 20024, telephone (202) 484-4847. The document is also available on the Internet at <http://weber.ucsd.edu/~pagre/its-privacy.html>. Where the

privacy principles conflict with applicable Federal and state law, the latter shall prevail.

3. Management and Staffing Plan

Applications should include a management and staffing plan that focuses on successfully addressing the following:

(a) **Timing**—A key goal of the metropolitan area ITS model deployment program is to have an operational system in place supporting improved transportation management and regional traveler information services by the end of calendar year 1997. Thus, the application should provide a management plan, schedule, and evidence of a commitment to have the system operational within 18 months of the award of funds.

(b) **Compatibility** with the local transportation planning and environmental clearance processes—Activities required to implement the proposed model deployment within the specified time frame should be compatible with existing transportation plans and programs. Endorsement by the Metropolitan Planning Organization (MPO) that the proposed project(s) is consistent with the adopted plan and Transportation Improvement Program (TIP) for the region is required prior to the award of federal funds.

(c) **Staffing**—The application should include a commitment to hire or assign a full-time program manager and adequate full-time staff to the project to ensure timely deployment and operation of an integrated system. Qualifications of proposed staff should be included in the application.

(d) **Partnership arrangements**—The management plan should include a clear description of the lines of responsibility, authority, and communication among the participants in the model deployment.

(e) **Operations and maintenance**—The application should include a commitment and operational plan to provide long-term operations and maintenance of the model deployment for at least 5 years after completion of the Federal initiative.

4. Description and Estimate of the Existing Metropolitan Area ITS Functions

Applications should describe the existing ITS travel information services and transportation management functions, as appropriate, in the metropolitan area, and their estimated impacts on transportation service and performance. Applications should focus on descriptions of the existing data and information integration schemes which

allow interaction, if any, among these various functions:

(a) **Traffic Signal Control**: The description of the metropolitan area's existing traffic signal control functions should address capabilities that might include, but need not be limited to—

1. Adjusting "green" time for each approach to respond to demand, and coordinating signal operations to maximize person and vehicular throughput;

2. Implementing "time of day" signal timing patterns to optimize operations along major arterial routes throughout signalized networks;

3. Operational (or currently funded plans for Transitioning to) traffic signal systems with adaptive, "real-time" response capabilities;

4. Using advanced technologies to increase safety at railroad and light rail transit grade crossings;

5. Providing priority routing for emergency services vehicles;

6. Coordinated/integrated operation of arterial and freeway control systems;

7. Demonstrated inter-jurisdictional and inter-agency cooperation and the sharing of traffic flow data to expand signal coordination on a regional basis.

(b) **Freeway Management**: The description of the metropolitan area's existing freeway management functions should address capabilities that might include, but need not be limited to—

1. Monitoring traffic conditions on the freeway system;

2. Identifying recurring and non-recurring flow impediments;

3. Implementing control and management strategies, such as ramp metering or lane control;

4. Providing travelers with timely, critical information through infrastructure-based dissemination means currently in use in the area (e.g., changeable message signs, highway advisory radio, etc.);

5. Providing other transportation agencies and adjoining jurisdictions with traffic flow information that has the potential for impacting on their operations.

(c) **Transit Management**: The description of the metropolitan area's existing transit management functions should address capabilities that might include, but need not be limited to—

1. Managing transit vehicle fleets through the use of hardware/software systems, both on-board and dispatching center-based;

2. Application of automatic vehicle location, advanced communication, passenger counting, computer-aided dispatching, electronic vehicle diagnostic and security management technologies;

3. Providing real-time transit information to the traveling public and other agencies performing related transportation management functions;

4. Providing paratransit services and flexible schedule services.

(d) **Incident Management**: The description of the metropolitan area's existing resources and operational concept for proactively managing incident response should address capabilities that might include, but need not be limited to—

1. Accurately detecting and verifying the location of incidents occurring on freeways and major arterial routes;

2. Assisting emergency vehicles to the incident location;

3. Clearing incidents and restoring normal traffic flows while concurrently ensuring safety and optimal emergency unit access;

4. Maintaining effective and commonly accepted policies governing the roles of emergency response, law enforcement, incident clearance and traffic control entities both within the metropolitan area and the region.

(e) **Electronic Fare Payments** (if applicable): The description of the metropolitan area's existing electronic fare payment functions should address capabilities that might include, but need not be limited to—

1. Use (or planned and funded implementation) of payment systems not requiring exact change;

2. Use (or planned and funded implementation) of a single fare payment medium for public transportation services, perhaps including paratransit operations, publicly subsidized parking (park and ride), publicly or privately operated parking facilities, or toll facilities.

(f) **Electronic Toll Collection** (if applicable): The description of the metropolitan area's existing electronic toll collection functions should address capabilities that might include, but need not be limited to—

1. Use of electronic toll collection systems that enable toll payment without requiring a vehicle to stop;

2. Implementation of systems that provide vehicle classification and data collection/storage for billing;

3. Regional coordination of toll collection enabling cross jurisdictional electronic payment;

4. Use of data provided by transponder-equipped vehicles to provide travel times or other data to support transportation management functions.

(g) **Multimodal Traveler Information Services**: The description of the metropolitan area's regional, multimodal traveler information

services should address all aspects of this activity to the extent that they currently exist or are funded and planned for the near future. There is special interest in gaining a clear understanding of inter-jurisdictional arrangements and private sector roles, if any, in providing traveler information. The nature of institutional arrangements resulting in the provision of travel-related data streams, and/or processed information, from public sources to private sector entities is of particular interest.

5. Evaluation Plan

Applications should include a draft evaluation plan that demonstrates an understanding of the importance of ensuring that the proposed system provides the capabilities and data access needed to measure the expected benefits of the model deployment. Applications should describe low-risk methods to work with the independent evaluation contractor(s) to ensure that benefits are measurable. A demonstrated understanding of the role of the evaluation should be evident in the organizational and management approach of the application.

Applications should identify the goals of the proposed model deployment concept in terms as explicit as possible (e.g., reduce congestion by 10 percent when measured against a baseline of current levels of service). If available, applications should provide information on demonstrated benefits of existing transportation management functions already in place (e.g., favorable benefit/cost ratios, reduced congestion, increased safety, etc.).

In the absence of existing baseline data to support a rigorous evaluation of the model deployment, applications should provide a draft plan for collecting these data. Refinement of the

draft plan and actual data collection will be the responsibility of the independent evaluation contractor.

6. National ITS System Architecture

Applications should provide a statement of intent to implement and demonstrate a system that is consistent with the National ITS Architecture, including any national ITS standards, protocols, or standards requirements as these emerge from the final stages of the National ITS Architecture Development Program. Paper copies of the Architecture Definition Documents, the draft Standards Requirements Document, and the Standards Development Plan from the Architecture Development Program are available from ITS AMERICA, 400 Virginia Avenue SW, Suite 800, Washington, D.C. 20024, telephone (202) 484-4847. Electronic copies are available on the ITS AMERICA Internet Home Page, <http://www.itsa.org>. These documents provide insight into the definition of the National Architecture, and the emerging approaches being taken towards standardizing interfaces that would support the integration of transportation management components.

Financial Plan

The application shall provide an in-depth description and assessment of the total cost of achieving the objectives of the model deployment initiative, and the partnership's plans for raising the matching funds required by this solicitation. The Financial Plan should describe a phased approach that delineates what will be accomplished with only FY 96 Federal ITS funding, and what additional features or capabilities will be added with additional Federal ITS funding in FY 97.

The application shall provide a statement of commitment from the

proposed project partners that required funding levels will be available. All financial commitments, from both the public and private sectors, should be documented in signed MOUs and included in the application.

Based on the assumption that adequate funding, comprised of no more than 50 percent Federal ITS funds, plus locally matched amounts is available to support the model deployment, applications should provide a comprehensive but concise plan for design, acquisition (including innovative contracting procedures such as design-build), construction, and/or other procurement actions to improve the systems integration of the functions needed to support a regional, metropolitan area Intelligent Transportation Infrastructure. These functions include traffic signal control, freeway management, transit management, incident management, emergency response, railroad grade crossing safety, traveler information services for users in the metropolitan area and the surrounding region, and, if applicable, electronic toll collection, and electronic fare payment.

The application shall provide a sound financial plan for continued long-term operations and maintenance of the system for at least 5 years following completion of the Federal ITS model deployment initiative in December 1997.

The budget should show the requested Federal ITS funding and proposed partnership match funding by fiscal year for the activities shown on the tables below. The matching funds should be further divided into public and private contribution amounts in the tables, as well as the source and type of contribution described in the application.

TOTAL MODEL DEPLOYMENT FUNDING

| Activities | Total amount | | Source and description of matching funds | |
|------------------------|-------------------|----------------|--|---------|
| | Federal ITS funds | Matching funds | Public | Private |
| Design | | | | |
| Procurement/Deployment | | | | |
| Operation/Maintenance | | | | |
| Evaluation Support | | | | |
| Project Management | | | | |
| Outreach/Showcasing | | | | |
| Total | | | | |

FY 96 MODEL DEPLOYMENT FUNDING

| Activities | FY 96 funding | | Source and description of matching funds | |
|--|-------------------|----------------|--|---------|
| | Federal ITS funds | Matching funds | Public | Private |
| Design Procurement/Deployment Operation/Maintenance Evaluation Support Project Management Outreach/Showcasing | | | | |
| Total | | | | |

FY 97 MODEL DEPLOYMENT FUNDING

| Activities | FY 97 funding | | Source and description of matching funds | |
|--|-------------------|----------------|--|---------|
| | Federal ITS funds | Matching funds | Public | Private |
| Design Procurement/Deployment Operation/Maintenance Evaluation Support Project Management Outreach/Showcasing | | | | |
| Total | | | | |

NON-FEDERAL ITS FUNDING FOR CONTINUED OPERATIONS AND MAINTENANCE, FY 1998 THRU FY 2002 BY FISCAL YEAR

| FY 98 | | FY 99 | | FY 00 | | FY 01 | | FY 02 | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Amount | Source | Amount | Source | Amount | Source | Amount | Source | Amount | Source |
| | | | | | | | | | |

Note to applicants: In accordance with § 6058 of the ISTEA (105 Stat. 1914, 2194), the maximum share of a project funded from Federal funds, including ITS funds, cannot exceed 80 percent. In order to maximize available Federal ITS dollars and be consistent with agency policy, prospective partners in a model deployment must increase their cost share to 50 percent. Additional funds provided over the statutorily required 20 percent minimum may come from a variety of funding sources and may include the value of federally-supported projects directly associated with the model deployment. Note that funding identified to support operations and maintenance of the system beyond the components supporting the model deployment, or following completion of the Federal ITS model deployment initiative in FY 97, will not be considered as part of the partnership's cost share contribution.

The statutorily required 20 percent cost share must be from non-federally derived funding sources and must consist of either cash, substantial equipment contributions that are wholly utilized as an integral part of the project, or personnel services dedicated full-time to the model deployment project for a substantial period, as long as such personnel are not otherwise supported

with Federal funds. The non-federally derived funding may come from State, local government, or private sector partners. In an ITS partnership, as with other DOT cost-share contracts, it is inappropriate for a fee to be included in the proposed budget as part of a partners' contribution to the project. This does not prohibit appropriate fee payments to vendors or others who may provide goods or services to the partnership. It also does not prohibit business relationships with the private sector which result in revenues from the sale or provision of ITS products or services.

The DOT, the Comptroller General of the U.S., and, if appropriate, the States have the right to access all documents pertaining to the use of Federal ITS funds and non-Federal contributions. Non-Federal partners must submit sufficient documentation during final negotiations and on a regular basis during the life of the model deployment project to substantiate these costs. Such items as direct labor, fringe benefits, material costs, consultant costs, subcontractor costs, and travel costs

should be included in that documentation.

IV. Evaluation Criteria

Applicants must submit an acceptable Technical Plan and Financial Plan that both provide sound evidence that the proposed partnership can successfully meet the objectives of the model deployment initiative. The following criteria, listed in decreasing order of relative importance, will be used in selecting metropolitan areas for the model deployment program. Note that criteria numbers 3, 4 and 5 have equal importance in the evaluation.

Technical Plan

1. Institutional Integration and Partnership Arrangements (25 Percent)

Applications will be evaluated on the following criteria:

- (a) Demonstration of a strong commitment by the State, local operating agencies, Metropolitan Planning Organization, and relevant public transportation agencies to the deployment and operation of an integrated multimodal transportation

management system that takes advantage of private resources as much as possible. In addition to the State and Metropolitan Planning Organizations, additional points will be awarded to those applications demonstrating strong commitment by those entities responsible for freeway management, arterial street management, public transportation services, incident management, and emergency management services as appropriate.

(b) Demonstration of a high degree of existing cooperation and information sharing among State and local traffic, transit, emergency management, and other relevant public agencies.

(c) Demonstration of established working relationships among city, county, and State transit and traffic agencies for management of transportation and the dissemination of travel information services.

(d) Demonstration of a public/private partnership committed to the development of a comprehensive, regional transportation management system that supports the collection and dissemination of current, intermodal traveler information from a variety of sources and through a variety of delivery mechanisms.

(e) Partnerships that involve the commitment and participation of the telecommunications industry and private-sector information service providers, as appropriate, will receive additional points. Examples of such cooperation might include the provision of privately-owned communications capacity to transportation operating agencies, partnerships involving radio or television traffic information services, or integration of traveler information applications with other privately-provided information delivery systems such as cable TV, interactive video, America Online, CompuServe, Prodigy, etc. An estimate of the number (or percentage) of homes, businesses and/or vehicles reached with such services should be provided. Private sector information delivery mechanisms or products at the participating site should be innovative and state-of-the-art, but not require additional development or extensive modification to support the traveler information system.

(f) Demonstration of participation by certified Minority Business Enterprise firms, Women Business Enterprise firms, Disadvantaged Business Enterprise firms, Historically Black Colleges and Universities, Hispanic Serving Institutions, or other minority colleges.

2. Technical Approach To Achieve Deployment of a Full Complement of Metropolitan Area ITS Functions: (20 Percent)

Applications will be evaluated on the following criteria:

(a) A technical approach that responds to demonstrated congestion, safety, and mobility needs deemed critical to the metropolitan area, and as documented in studies performed through the local transportation planning process, as part of an FHWA sponsored ITS Early Deployment Planning study, or equivalent.

(b) An operational concept and technical approach that will maximize the integration and information sharing among existing transportation management functions to achieve the goal of providing the traveling public with improved transportation management and regional, multimodal traveler information services.

3. Management and Staffing Plan: (15 Percent)

Applications will be evaluated based on the following criteria:

(a) A sound management plan and organizational approach that will ensure that an integrated transportation management system, featuring regional, multimodal traveler information services, is operational by December 1997.

(b) Applications should demonstrate that projects to support the model deployment initiative have been, or can be, included in the local transportation planning process as needed to ensure that the system is operational by December, 1997. Examples include demonstration that needed major capital improvement projects are included in a conforming Transportation Plan and listed within the annual element of the TIP for the region. Applications should also demonstrate that initiatives key to the model deployment have been, or can be, advanced through both systems and project-level environmental review processes as appropriate.

(c) A commitment to hire or assign a full-time program manager and adequate full-time staff to the project to ensure timely deployment of the project. Proposed staff should have expertise in relevant technical areas such as systems engineering and integration; telecommunications; traffic, freeway and transit management; computer science; and information management.

4. Level of Sophistication and Degree of Integration of Existing Metropolitan Area ITS Functions: (15 Percent)

Applications will be evaluated based on the degree to which both public and

privately-provided communications, traffic surveillance, information management, and other components are already in place to support as many of the following ITS functions as appropriate to the specific metropolitan area: traffic signal control, freeway management, transit management, incident management, regional, multimodal traveler information services, electronic fare payment, and electronic toll collection.

Examples of specific indicators of the level of sophistication of the existing transportation management functions might include—

(a) Proactive, coordinated freeway and traffic management to respond to recurring and non-recurring congestion;

(b) The use of ITS technologies to improve safety at railroad grade crossings;

(c) Electronic sharing of traffic flow data with the general public and among adjoining jurisdictions and agencies within a metropolitan area to provide regional traffic signal coordination;

(d) A repository of current, comprehensive roadway and transit performance data that supports pre-trip and en-route traveler information services;

(e) A regional policy and operations agreement that defines specific responsibilities for all aspects of incident management and emergency response;

(f) The use of ITS technologies to improve transit fleet management and performance;

(g) Electronic sharing of real time transit information with the general public (e.g., scheduling information, on-time performance, etc.);

(h) The use of electronic toll collection systems to reduce congestion at toll facilities, and perhaps to monitor traffic flow;

(i) The use of electronic fare payment systems to increase customer convenience.

5. Draft Plan for Evaluation of the Benefits of the Model Deployment: (15 Percent)

Applications will be evaluated based upon the respondents' draft evaluation plan and the importance placed by the respondents on the ability to measure the benefits expected from the model deployment. Specific indications of the importance of measurable benefits are—

(a) Organizational and management approach for ensuring the proposed system provides the capabilities needed to measure the expected benefits of the model deployment;

(b) A draft plan for collecting baseline data from the existing system before

implementation of the model deployment. (Note that actual data collection will be the responsibility of the independent evaluation contractor);

(c) Organizational and management approach for conducting their part of evaluation activities;

(d) Demonstrated understanding of the role of evaluation in the model deployment initiative;

(e) Respondent's proposed methods for interfacing the system design process with the system evaluation process.

6. National ITS Systems Architecture: (10 Percent)

Applications will be evaluated based on a demonstrated understanding of the on-going National ITS Systems Architecture development effort, and a commitment to showcasing the architecture, especially focussing on how an integrated transportation management system will be designed with appropriate communications and interfaces consistent with the national architecture.

Financial Plan

Applications will be evaluated based on the following criteria:

(a) A sound financial plan to support timely deployment of the project and continued, long-term operations and maintenance of the system. Applications which provide a strong element of innovative financing, and/or a strong commitment by the private sector to share in funding project development and operations, will receive additional points in the scoring.

(b) A realistic identification of needed improvements or extensions to the communications, surveillance, data collection capabilities, and/or transportation management functions needed to support a fully integrated transportation management system as required by the model deployment program. Applications should identify already designated or available Federal-aid, State, local and/or private funding to provide these needed improvements or extensions.

(c) A clear identification of the proposed funding for the project, and a commitment that no more than 50% of the total project cost will be supported by Federal ITS funds.

Authority: 23 U.S.C. 315; 49 CFR 1.48; Pub. L. 102-240, Secs. 6051-6059.

Issued on: February 7, 1996.

Rodney E. Slater,
Federal Highway Administration.

Gordon J. Linton,
Federal Transit Administration.

[FR Doc. 96-4184 Filed 2-23-96; 8:45 am]

BILLING CODE 4910-13-P

Research and Special Programs Administration

[Docket PS-147]

Notice of Request for Reinstatement of an Expired Information Collection

AGENCY: Research and Special Programs Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Research and Special Programs Administration's (RSPA) intention to request reinstatement of an information collection in support of the Office of Pipeline Safety (OPS) for Recordkeeping for Liquefied Natural Gas (LNG) Facilities.

DATES: Comments on this notice must be received on or before April 26, 1996.

FOR FURTHER INFORMATION CONTACT: Marvin Fell, Office of Pipeline Safety, Research and Special Programs Administration, Department of Transportation, 400 Seventh Street SW., Washington, D.C. 20590, (202) 366-4046.

SUPPLEMENTARY INFORMATION:

Title: Recordkeeping for Liquefied Natural Gas (LNG) Facilities.

OMB Number: 2137-0048.

Expiration Date of Approval:

Type of Request: Reinstatement of an information collection.

Abstract: 49 USC 60103 Standards for liquefied natural gas pipeline facilities delegates the responsibility for ensuring safe operation of LNG facilities to the Secretary of Transportation. Regulations for enforcing this legislation are found in 49 CFR 193 Liquefied Natural Gas Facilities: Federal Safety Standards. These regulations include recordkeeping requirements that allow Federal and State inspectors to ensure that these facilities are operated and maintained in a safe manner.

Estimate of Burden: The average burden hours per response is 120.

Respondents: LNG facility operators.

Estimated Number of Respondents: 150.

Estimated Number of Responses per Respondent: 400.

Estimated Total Annual Burden on Respondents: 18,000 hours.

Copies of this information collection can be reviewed at the Dockets Unit, Room 8421, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street SW., Washington, D.C.

Comments are invited on: (a) The need for the proposed collection of information for the proper performance

of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information including the validity of the methodology and assumptions used; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques. Send comments to Marvin Fell, OPS, RSPA, U.S. Department of Transportation, 400 Seventh Street SW., Room 2335, Washington, DC. 20590.

All responses to this notice will be summarized and included in the request for OMB approval. All comments will also be a matter of public record.

Issued in Washington, DC on February 16, 1996.

Cesar De Leon,

Deputy Associate Administrator, Office of Pipeline Safety.

[FR Doc. 96-4185 Filed 2-23-96; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF THE TREASURY

Public Information Collection Requirements Submitted to OMB for Review.

February 15, 1996.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue NW., Washington, DC 20220.

Special Request: In order to conduct the survey described below in early March 1996, the Department of Treasury is requesting Office of Management and Budget (OMB) review and approval of this information collection by February 23, 1996. To obtain a copy of this information collection, please write to the IRS Clearance Officer at the address listed below. Internal Revenue Service (IRS)

OMB Number: 1545-1432.

Project Number: PC:V 96-001-G.

Type of Review: Revision.