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MEETING NOTICE AND AGENDA

SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

The San Diego Regional Traffic Engineers Council may take action on any item appearing on this agenda.

Thursday, November 21, 2013

9:30 to 11:30 a.m.

SANDAG, 7th Floor Conference Room
 401 B Street, Suite 800
 San Diego, CA 92101-4231

CHAIR: Ali Shahzad, City of Escondido
 VICE CHAIR: Sam Hasenin, City of Vista

Staff Contact: Peter Thompson
 (619) 699-4813
 peter.thompson@sandag.org

AGENDA HIGHLIGHTS

- **PROPOSED SELECTION CRITERIA FOR SELECTION OF REGIONAL DETECTION IMPLEMENTATION FOR REGIONAL ARTERIAL DETECTION SYSTEM DEPLOYMENT STRATEGY**
- **UNITED STATES DEPARTMENT OF TRANSPORTATION SOLICITATION NOTICE FOR INTEGRATED CORRIDOR MANAGEMENT PLANNING GRANT PROPOSALS**

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SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

Thursday, November 21, 2013

ITEM #		RECOMMENDATION
1.	INTRODUCTIONS	
2.	PUBLIC COMMENTS	
<p>Members of the public shall have the opportunity to address the SANTEC on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the SANTEC coordinator prior to speaking. Public speakers should notify the SANTEC coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. SANTEC members also may provide information and announcements under this agenda item.</p>		
+3.	MEETING SUMMARY OF OCTOBER 17, 2013	APPROVE
<p>SANTEC is asked to review and approve the meeting notes of the October 17, 2013, meeting.</p>		
REPORTS		
4.	TRANSPORTATION MODELING NETWORK (Joaquin Ortega)	INFORMATION/POSSIBLE ACTION
<p>Staff will provide an update to the 2010 roadway network validation effort, and answer any general questions about modeling that members may have.</p>		
+5.	PROPOSED SELECTION CRITERIA FOR SELECTION OF REGIONAL DETECTION IMPLEMENTATION FOR REGIONAL ARTERIAL DETECTION SYSTEM DEPLOYMENT STRATEGY (Alex Estrella)	DISCUSSION
<p>This is a follow-up to the September 2013 SANTEC meeting regarding the Regional Arterial Detection System Deployment Strategy. SANDAG staff will be requesting comments and input to the selection criteria proposed for identifying key project corridors to be considered for implementation of regional arterial detection for Regional Arterial Detection Long-Term Priority Areas. The long-term implementation priority area will allow the region to move forward to construction readiness and get a number of arterial detection projects "shovel ready" and position well as funding opportunities become available.</p>		
+6.	UNITED STATES DEPARTMENT OF TRANSPORTATION SOLICITATION NOTICE FOR INTEGRATED CORRIDOR MANAGEMENT PLANNING GRANT PROPOSALS	INFORMATION/POSSIBLE ACTION
<p>Staff will lead members through a review of the recently released federal government invitation to local governments intending to initiate or continue Integrated Corridor Management (ICM) development with their partners. The Federal Register announcement states that up to ten grants, each capped at \$200,000 for planning work is available. Staff will review the San Diego ICM initiative and answer questions that council members may have prior to applying.</p>		

- | | | |
|-----|--|--------------------|
| 7. | CALIFORNIA DEPARTMENT OF TRANSPORTATION UPDATES | INFORMATION |
| | Caltrans will provide an update on various local programs, funding program deadlines, and announcements regarding upcoming conferences | |
| 8. | CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE MEETING BRIEFING (SANTEC Members) | INFORMATION |
| | SANTEC members will be provided with an overview of Cities/County Transportation Advisory Committee (CTAC) discussion items presented during the October 2013, CTAC meeting. | |
| 9. | MATTERS FROM MEMBERS | INFORMATION |
| | SANTEC members are encouraged to discuss additional topics of general interest. | |
| 10. | UPCOMING MEETINGS AND AGENDA ITEMS | INFORMATION |
| | Regional planning for the connected vehicle. | |

+ next to an agenda item indicates an attachment

San Diego Association of Governments
SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

November 21, 2013

AGENDA ITEM NO.: **3**

Action Requested: APPROVE

MEETING SUMMARY OF OCTOBER 17, 2013

File Number 7300500

1. Introductions

The attendees of the meeting introduced themselves at the request of the San Diego Regional Traffic Engineers Council (SANTEC) Chair.

2. Public Comments

No public comments were entered.

3. Approval of Meeting Summary

SANTEC was asked to hold approval of the September meeting summary until a quorum was achieved.

4. Regional Arterial System Network

The item was introduced by Philip Trom (SANDAG staff). Staff indicated that the current draft transportation project evaluation criteria contains criteria for highway corridors, high occupancy vehicle connectors, freeway-to-freeway connectors, transit services, rail grade separations, goods movement, and active transportation.

Staff noted that as part of past Regional Transportation Plan (RTP) efforts, an updated on the Regional Arterial System (RAS) was completed to incorporate local street and road projects that provide regional level mobility and accessibility based on established criteria included as Attachment 1. Staff indicated the RAS network includes roads eligible for Regional Transportation Congestion Improvement Program (RTCIP) funds and projects along the RAS also can be funded by local street and road program *TransNet* allocations.

5. Local Agency Identified Opportunities For Future Integrated Corridor Management Expansion

In response to the September 19th, 2013 SANTEC meeting discussion on the "Arterial Detection Strategic Plan" here in the region, where it was suggested that member agencies begin thinking and conceptualizing on potential candidates for where Integrated Corridor candidate-solutions may exist in their jurisdictions, Mr. Mei (City of Santee) provided the Council with an overview of a potential Integrated Corridor concept.

The presentation focused on the preexisting partnerships that existed in the City of Santee between Caltrans, the City of San Diego, and Mr. Mei's own jurisdiction along the stretch of Mission Gorge Road that fronted the State Route 52 (SR 52). Mr. Mei discussed how in times of traffic incidents on the SR 52, whether they occur in the morning peak or evening peak, that the City of Santee can clearly demonstrate that the arterial is working as the primary escape route as these commuters use Mission Gorge Road to skirt the incident location. Furthermore, Mr. Mei noted that daily recurring congestion of the frontage roads has increased over time, and that an approach such as the Integrated Corridor Management solution SANDAG was now working with the Federal Government to evaluate on the Interstate 15 would provide the much needed Corridor responsive approach to managing this network shift.

Mr. Mei presented the SANTEC with a diagrammatical representation of the arterial segments under consideration, highlighted that measured ADT on each of the segments of roadway in a brief before/after snapshot of roadway performance demonstrated a 30 percent increase since the SR 52 first opened, and also detailed all of the existing multi-jurisdictional assets available to help manage incidents. Furthermore, Mr. Mei confirmed that one key benefit to working in this particular location would be that the traffic signal timing plans that the Integrated Corridor Management solutions is so heavily dependent on as pre-existing assets within the Corridor were configured and ready.

Council members asked questions about whether Mr. Mei had focused enough on the benefits within his presentation on the opportunities that existed for mode-shift to occur, given that there was actually a transit hub at the end of the Green Line in Santee. Mr. Mei confirmed that this was one of the strategies that an Integrated Corridor Management solution would be able to take advantage of in formulating its management strategies.

6. San Diego Regional Traffic Impact Study Guidelines Update

The item was introduced by Peter Thompson (SANDAG staff). Staff provided a brief history on the formulation of the SANTEC ad-hoc working group tasked with identifying whether the existing regional Traffic Impact Study Guidelines required updating. Staff reported that from this ad-hoc working group's definition of potential breadth and depth of updates now required, that a SANDAG Overall Work Program "new" project submission had been made. It was noted that this submission now required further commitment from the SANTEC Members for it to be successful in its evaluation against other regional efforts.

SANTEC members then reviewed the Staff report, and discussed the approach to funding. A question was raised about how the project had scored when attempting to attract external funding, with staff requesting to be advised of external funding opportunities as they may occur.

7. California Department of Transportation Updates

Caltrans District Local Assistance Engineer staff provided updates on State programs. No questions were raised.

8. CTAC Meeting Briefing

SANTEC members were provided with an overview of CTAC discussion items presented during the October 2013, CTAC meeting. No questions were raised.

9. Matters from Members

SANTEC members discussed additional topics of general interest.

San Diego Association of Governments
SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

November 21, 2013

AGENDA ITEM NO.: **5**

Action Requested: DISCUSSION

PROPOSED SELECTION CRITERIA FOR SELECTION OF REGIONAL
ARTERIAL DETECTION IMPLEMENTATION STRATEGY

File Number 7300500

Introduction

This item provides an update on the Implementation of the Regional Arterial Detection Strategy previously presented during the October 3, 2013, CTAC meeting including an overview of Draft Proposed Project Selection Criteria for selecting project candidates to be considered for implementing the *Regional Arterial Detection Long-Term Priority Area*. The long-term priority area will allow the region to identify a number of candidate projects for construction readiness and get them "shovel ready" as funding opportunities become available.

Background: *Regional Arterial Detection Implementation Near-Term Priority Area*

At its September 19, 2013, San Diego Regional Traffic Engineers Council (SANTEC) meeting and October 3, 2013, CTAC meeting, members provided input and feedback to the Arterial Detection Implementation Strategy and concurred with staff to place emphasis on a phased approach that focuses on near-term and long-term priority implementation areas.

The near-term priority area places focuses on enhancing the regions ability to start capturing arterial data in a relatively short timeframe to support existing, planned, or anticipated performance monitoring activities. Such activities include capturing arterial data on speeds, travel times, or congestion-traveler information related information; support and align with local and regional performance monitoring and reporting efforts; preparing for planned performance measurement reporting initiatives, including planned MAP 21 efforts. In an effort to maximize the exiting available project funding and attain cost efficiencies with other SANDAG arterial data collection and analysis efforts, the implementation of the near-term priority area is being considered by acquiring arterial data sets provided by a third party vendor for a period through calendar year 2015.

Data sets will be available to ascertain a number of traveler related information and performance monitoring statistics including for example:

- Bottlenecks and queue magnitude and duration of by location and time of day
- Congested speed/travel time by location and time of day
- Impact of congested travel time on departure time and route choice
- Data over time: multiple years, day of the week, seasonal variation

Proposed Project Selection Criteria: *Regional Arterial Detection Long-Term Priority Area*

The long-term priority area places emphasis on the implementation of permanent detection systems to endorse the region's commitment to a more comprehensive approach for improved multi-agency corridor level operations and management. To carry forward the long-term priority area, the Draft Proposed Project Selection Criteria included as Attachment 1, is being presented for review and feedback. The intent of the proposed draft criteria is to allow for the identification of a project priority list and likely candidates projects to be considered for funding preliminary engineering and design work of permanent detection systems. The intent is to have SANDAG staff work with proposed project sponsors move forward to construction readiness and "shovel ready" and position well as funding opportunities become available.

As noted in Attachment 1, the proposed selection criteria focuses on assuring that the proposed projects support and endorse the region's commitment for multi-agency corridor level Transportation System Management strategies. Accordingly, proposed project submittals will be first considered on the basis of a project screening criteria to be eligible for the implementation of permanent detection systems. The proposed project screening criteria include supporting the implementation of an Integrated Corridor Management strategy or Regional Arterial Management, Signal Timing Improvements and local project sponsor commitment for undertaking the proposed project through project initiation, completion, and on-going operations and maintenance.

Once project submittals meet the project screening, projects will be evaluated and ranked based on the application of four project scoring factors of 20 points each, for a total of 80 points. The first factor (Regional Arterial System Network Implementation) includes determining the extent of RAS coverage expected under the proposed project. The second factor (Project Sponsor Contribution) includes providing credit to those agencies that provide local funding contributions. The third factor (Regional Coordination) provides credit to projects that include multi-agency participation in the project submittal. The final factor (Project Readiness) focuses on providing credit to projects sponsors that can demonstrate that the existing communications along proposed project intersections is in place or planned.

Next Steps

SANDAG staff is seeking input and feedback on the Draft Proposed Project Selection Criteria for the *Regional Arterial Detection Long-Term Priority Area*. The Draft Proposed Project Selection Criteria will be presented to SANTEC during the November 21 meeting. Upon review and comments received from SANTEC and CTAC, SANDAG staff will revise and bring back a Final Project Selection Criteria during the December 5 meeting and seek CTAC recommendation to apply the criteria for a planned call for projects through use the proposed Project Submittal Template (Attachment 2). The schedule for implementation of the proposed strategy is planned to be initiated through a Request for Proposals planned in the next months.

- Attachments:
1. Proposed Regional Arterial Detection Implementation Project Selection Criteria: Regional Arterial Detection Long-Term Priority Area
 2. Proposed Regional Arterial Detection Implementation Project: Project Submittal Template

Key Staff Contact: Alex Estrella, (619) 699-1928, alex.estrella@sandag.org

Attachment 1

Proposed Regional Arterial Detection Implementation Project Selection Criteria Regional Arterial Detection Long-Term Priority Area

Criteria Elements

Guding Principles for Regional Arterial Detection Deployment

- * When considering detection systems along the regional arterial network, priority will be given to detection system improvements that promote regional, corridor, and multi-agency arterial management improvements.
- * When considering detection systems along the regional arterial network, priority will be given to detection system improvements that will support on-going performance based management strategies to improve arterial operations such as multi-jurisdictional signal timing.
- * When considering detection systems along the regional arterial network, priority will be given to detection system improvements that will support regional arterial performance monitoring reporting.
- * Regional arterial detection system improvements will support improvements and ability to enhance, automate, and establish uniform data collection and analysis process.
- * The detection systems along the regional arterial network will place emphasis on supporting regional investment strategies that support real-time data to promote travel choices, mobility, reliability, and safety.

Project Screening Criteria

Project Focus

Extent to which project supports and endorses SANDAG's Transportation System Management Strategies than include:

- Level A - Integrated Corridor Management (Includes Level B), or
- Level B - Regional Arterial Management - Signal Timing Improvements

Project Sponsors will be required to submit a brief description on how proposed projects will achieve an ICM or Regional Arterial Management - Signal Timing Improvements

Sponsor Commitment

Project Sponsors must demonstrate project commitment for:

- 1) Preliminary project initiation efforts (CIP or other project related programming support)
- 2) Project initiation efforts - permitting and construction review and approval support
- 3) Post project completion support including operational signal timing improvements, detection system maintenance (beyond warranty periods), and of supporting communications infrastructure maintenance to detection system operations.
- 4) Support for on-going performance monitoring reporting

Commitment must be demonstrated by adopted resolution or MOU within 3 months project selection.

Attachment 1

Proposed Regional Arterial Detection Implementation Project Selection Criteria

Regional Arterial Detection Long-Term Priority Area

Project Evaluation Criteria	Score
Regional Arterial System Network Implementation	
100% Coverage	20
Greater than 50%	10
Less than 50%	5
Subtotal Max	20
Project Sponsor Contribution	
Extent of project sponsor commitment to complete key project initiation documents to further promote that proposed project will be "shovel ready" for ICM or Regional Arterial Management -Signal Timing Improvements. These include for example the completion of Concept of Operations Plan, Before and After Traffic Analysis Framework, or Field Inventory Report. Local contribution score is determined by contribution value committed by local agency sponsor.	
\$100,000 or Greater	20
\$50,000 - \$99,999	10
Less than \$50,000	5
Subtotal Max	20
Regional Coordination	
A joint project supported and submitted by three or more agencies will receive 20 points	20
A joint project supported and submitted by two or more agencies will receive 10 points	10
Subtotal Max	20
Project Readiness	
Project sponsor needs to demonstrate that the communications platform between the proposed project intersections to support the proposed project is in place or planned.	
Existing central or closed loop communications platform is in place or underway	20
Central or closed loop communications platform is planned	15
Project readiness must be demonstrated via an existing CIP or other programming related documents.	
Subtotal Max	20
Total Possible Points	80

Attachment 2

Proposed Regional Arterial Detection Implementation Project

Project Submittal Template (Please Complete Shaded Areas)

1. Project Sponsor

2. Number of Partnering Agencies

3. Project Title

4. Project Manager

5. Project Focus (Please Check Appropriate)

Level A - Integrated Corridor Management (ICM)

The overall vision of the Integrated Corridor Management (ICM) Strategy is to improve mobility and efficiency in an effort to reduce and manage congestion by developing an integrated transportation management system that enhances multi-agency and multimodal coordination. The implementation of the ICM system establishes an operational platform that will allow the transportation networks to be operated in a more coordinated and integrated manner. Proposed project corridors will leverage existing and on-going efforts under the Interstate 15 (I-15) ICM Project which focuses on maximizing the management capabilities and efficiency within the I-15 corridor that include; Real-time traffic operations and management; Coordinating traffic signals on local streets and freeway interchanges; Providing real-time traveler information to promote choices, and improve Transit information.

Level B - Regional Arterial Management - Signal Timing Improvements

The overall focus of Regional Arterial Management Signal Timing Improvements is to promote the regions ability to help improve the operational performance of regional arterial corridors, particularly during peak travel times and through across agency signal timing coordination. Regional arterial detection implementation will support the implementation of real time data collection and analysis to support and promote a better understanding of how traffic can be better managed through multi-agency corridor level signal timing coordination plans. Improving the flow of traffic through signal timing improvements is a well known and cost-effective Transportation System Management (TSM) strategy for reducing stop and go traffic, cutting overall travel times, lowering fuel consumption and pollution.

6. Sponsor Commitment
- 1) Preliminary project initiation efforts (CIP or other project related programming support)
 - 2) Project initiation efforts - permitting and construction review and approval support
 - 3) Post project completion support including operational signal timing improvements, detection system maintenance (beyond warranty periods), and of supporting communications infrastructure maintenance to detection system operations.
 - 4) Support for on-going performance monitoring reporting

SANDAG Staff Review Only : Meet Proposed Project Selection Screening Criteria **Yes** **No**

Attachment 2

Proposed Regional Arterial Detection Implementation Project

Project Submittal Template (Please Complete Shaded Areas)

7 Project Sponsor Contribution

Project Contribution Score

Extent of project sponsor commitment to complete key project initiation documents to further promote that proposed project will be "shovel ready" for ICM or Regional Arterial Management -Signal Timing Improvements. These include for example the completion of Concept of Operations Plan, Before and After Traffic Analysis Framework, or Field Inventory Report. Local contribution score is determined by contribution value committed by local agency sponsor.

8 Project Readiness Score

Existing

Planned

Please provide a brief description of existing or planned communications platform to support the proposed project intersections and attached supporting CIP or related programming documentation.

9 Proposed Project Description / Information

Project Description and Need - Please provide existing and future traffic and operational conditions. Also describe relationship of proposed Project to other local, regional, and its importance to providing congestion relief, promoting travel choices, efficiency, safety, mobility, and improvements to air quality. Please limit to one page with Map.



application was received and validated or rejected, with an explanation.

Note: When uploading attachments, applicants should use generally accepted formats such as .pdf, .doc, and .xls. While applicants may imbed picture files such as .jpg, .gif, .bmp, in your files, they should not save and submit the attachment in these formats. Additionally, the following formats will not be accepted: .com, .bat, .exe, .vbs, .cfg, .dat, .db, .dbf, .dll, .ini, .log, .ora, .sys, and .zip.

F. Experiencing Technical Issues With Grants.gov

If interested parties experience difficulties at any point during the registration or application process, they should call the Grants.gov Customer Support Hotline at 1-800-518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. e.t.

VII. Performance Measurement

Each applicant selected for AID Demonstration funding will need to work with FHWA on the development and implementation of a plan to collect information and report on the project's performance with respect to the relevant outcomes that are expected to be achieved through the innovation in the project. Each recipient of AID Demonstration funding will report on specified performance indicators for its project. Performance indicators will be identified for each project, and will consider the individual project's stated goals as well as resource constraints of the recipient. Performance indicators will not include formal goals or targets, but will include baseline measures as well as post-project outputs, and will inform the AID Demonstration program in working toward best practices, programmatic performance measures, and future decisionmaking guidelines. The recipient must submit a final report to FHWA within 6 months of project completion which documents the process, benefits, and lessons learned including development and/or refinement of guidance, specifications or other tools and methods to support rapid adoption of the innovation(s) as standard practice.

VIII. Questions and Clarifications

For further information concerning this notice please contact Ms. Ewa Flom, Program Coordinator, Center for Accelerating Innovation, (202) 366-2169, or Ms. Seetha Srinivasan, Office of the Chief Counsel, (202) 366-4099, Federal Highway Administration, 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 8 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays. A TDD

is available for individuals who are deaf or hard of hearing at (202) 366-3993.

In addition, FHWA will post answers to questions and requests for clarifications on FHWA's Web site at <http://www.fhwa.dot.gov/accelerating/grants>. Applicants are encouraged to contact FHWA directly to receive information about AID Demonstration.

Authority: Section 52003 of Pub. L. 112-141; 23 U.S.C. 503.

Issued on: October 21, 2013.

Victor M. Mendez,
FHWA Administrator.

[FR Doc. 2013-26053 Filed 10-31-13; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Integrated Corridor Management Deployment Planning Grants

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice; Request for applications.

SUMMARY: This notice invites States, Metropolitan Planning Organizations (MPO), and local governments that intend to initiate or continue Integrated Corridor Management (ICM) development with their partners, such as arterial management agencies, tolling authorities, and transit authorities, to apply for deployment planning grants. The Moving Ahead for Progress in the 21st Century Act (MAP-21) authorized the FHWA to encourage Intelligent Transportation Systems (ITS) deployment on the national highway system through demonstrations and grant programs. The purpose of this program is to promote the integrated management and operations of the transportation system, thereby improving multimodal transportation system management and operations.

This notice seeks applications for available funding for this program. This funding will be provided to cover a maximum of 80 percent of each proposed program/project. Total costs of each proposed program/project should not exceed \$200,000. Up to 10 awards are anticipated, but not guaranteed.

Optional phase two: FHWA has the discretion to award additional funding to successful applicants to further advance their ICM concepts within the context of ICM deployment beyond the initial work product delivered.

DATES: Formal applications must be submitted no later than December 31, 2013 to be assured consideration. Applications should be submitted through <http://www.grants.gov>.

FOR FURTHER INFORMATION CONTACT: For questions about the program discussed herein, contact Mr. Robert Sheehan, FHWA Office of Transportation Management, (202) 366-6817, or via email at Robert.Sheehan@dot.gov, or Mr. Brian Cronin, Team Leader, Research, Research and Innovative Technology Administration (RITA) ITS-Joint Program Office, (202) 366-8841 or via email at Brian.Cronin@dot.gov. For legal questions, please contact Adam Sleeter, Attorney Advisor, FHWA Office of the Chief Counsel, (202) 366-8839, or via email at adam.sleeter@dot.gov. Business hours for the FHWA are from 8:00 a.m., e.t., to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded from the Federal Register's home page at: <http://www.federalregister.gov>.

Additional Information on Applying Through Grants.gov

Applications for ICM Deployment Planning Grants would be submitted through Grants.gov. To apply for funding through Grants.gov, applicants must be properly registered. Complete instructions on how to register and apply can be found at www.grants.gov. If interested parties experience difficulties at any point during registration or application process, they should call the Grants.gov Customer Support Hotline at 1-800-518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. e.t.

Registering with Grants.gov is a one-time process; however, processing delays may occur and it can take up to several weeks for first-time registrants to receive confirmation and a user password. Accordingly, FHWA highly recommends that potential applicants start the registration process as early as possible to prevent delays that may preclude submitting an application by the deadlines specified. Applications will not be accepted after the relevant due date; delayed registration is not an acceptable reason for extensions. In order to apply for ICM Deployment Planning Grants under this announcement and to apply for funding through Grants.gov, all applicants are required to complete the following:

1. Acquire a Data Universal Numbering System (DUNS) number. A DUNS number is required for Grants.gov registration. The Office of Management and Budget requires that all applicants for Federal funds include a DUNS number in their applications for a new award or renewal of an existing award.

A DUNS number is a unique nine-digit sequence recognized as the universal standard for identifying and keeping track of entities receiving Federal funds. The identifier is used for tracking purposes and to validate address and point of contact information for Federal assistance applicants, recipients, and sub-recipients. The DUNS number will be used throughout the grant life cycle. Obtaining a DUNS number is a free, one-time activity that can be completed by calling 1-866-705-5711 or by applying online at <http://fedgov.dnb.com/webform>.

2. Acquire or Renew Registration with the Central Contractor Registration (CCR) Database. All applicants for Federal financial assistance maintain current registrations in the CCR database. An applicant must be registered in the CCR to successfully register in Grants.gov. The CCR database is the repository for standard information about Federal financial assistance applicants, recipients, and sub-recipients. Entities that have previously submitted applications via Grants.gov are already registered with CCR, as it is a requirement for Grants.gov registration. Please note, however, that applicants must update or renew their CCR registration at least once per year to maintain an active status, so it is critical to check registration status well in advance of relevant application deadlines. Information about CCR registration procedures can be accessed at: <https://www.sam.gov/portal/public/SAM/>.

3. Acquire an Authorized Organization Representative (AOR) and a Grants.gov Username and Password. Applicants will need to complete an AOR profile on Grants.gov and create a username and password. The assigned DUNS Number is required to complete this step. For more information about the registration process, go to: www.grants.gov/applicants/get_registered.jsp.

4. Acquire Authorization for the AOR from the E-Business Point of Contact (E-Biz POC). The E-Biz POC for the applicant must log in to Grants.gov to confirm the applicant as an AOR. Please note that there can be more than one AOR.

5. Search for the Funding Opportunity on Grants.gov. Applicants for this solicitation would use the Catalog of Federal Domestic Assistance number 20.205, titled Highway Planning and Construction, when searching for the ICM Deployment Planning Grant opportunity on Grants.gov.

6. Submit an Application Addressing All of the Requirements Outlined in this Funding Availability Announcement.

Within 24 to 48 hours after submitting an electronic application, applicants should receive an email validation message from Grants.gov. The validation message will specify whether the application has been received and validated or rejected, with an explanation. Applicants are encouraged to submit applications at least 72 hours prior to the due date of the application to allow time to receive the validation message and to correct any problems that may have caused a rejection notification.

Note: When uploading attachments, applicants should use generally accepted formats such as .pdf, .doc, and .xls. While applicants may embed picture files such as .jpg, .gif, .bmp, in your files, they should not save and submit the attachment in these formats. Additionally, the following formats will not be accepted: .com, .bat, .exe, .vbs, .cfg, .dat, .db, .dbf, .dll, .ini, .log, .ora, .sys, and .zip.

Experiencing Unforeseen Grants.gov Technical Issues

If an applicant experiences unforeseen Grants.gov technical issues beyond its control that prevent the submission of an application by the established deadline, such applicant must contact Grants.gov.

To ensure a fair competition for limited ICM Deployment Planning Grants, the following conditions are not valid reasons to permit late submissions: (1) Failure to complete the registration process before the deadline date; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its Web site; (3) failure to follow all of the instructions in the funding availability notice; and (4) technical issues experienced with the applicant's computer or information technology environment.

Background

Section 53001 of MAP-21 (Pub. L. 112-141) created Section 513 of title 23, United States Code (23 U.S.C. 513) that authorizes the Secretary of Transportation to encourage and fund grants that support the deployment of ITS. The objective of the ICM Deployment Planning Grant program is to advance ICM planning and development efforts. With ICM, the various partner agencies manage the transportation corridor as a system, rather than the more traditional approach of managing individual assets. They work together to manage the corridor as an integrated system in order to improve travel time reliability and predictability, help manage congestion, and empower travelers through better

information and more choices. This objective is consistent with the MAP-21 emphasis on accelerating technology and innovation deployment, and will contribute to agencies' ability to meet the system performance goals called for in MAP-21. It will be achieved by providing funding to support the recipients' application of ICM Knowledge and Technology Transfer (KTT) products including: ICM Implementation Guidance; Analysis, Modeling, and Simulation Guidance; Model System Engineering documents; and technology transfer activities such as technical support workshops and peer-to-peer support.

The expected output from a grant recipient would be one or more of the following:

- ICM Concept of Operations (ConOps);
- ICM System Requirements Specifications (SyRS);
- ICM Analysis, Modeling, and Simulation (AMS) Plan;
- ICM AMS Activity Findings Report;

or

- ICM Implementation Plan.
- Each funding recipient should also develop or update a Project Management Plan (PMP) and a System Engineering Management Plan (SEMP). These plans should be finalized and provided to the FHWA before initiation of any other activity funded through the formal agreement.

Each funding recipient should also provide a brief final report summarizing the effectiveness of the applicable KTT products in supporting their ICM development efforts.

Only one entity should be identified as the funding recipient for grant administration purposes. This entity is expected to coordinate with all appropriate transportation stakeholders, and is responsible for managing the grant and meeting the grant requirements to be defined in a formal agreement. Potential funding recipients may differ in their immediate technical or institutional need or challenge; therefore, the approach to advancing ICM and the expected output may differ.

More information on the ICM research initiative can be found at <http://www.its.dot.gov/icms/index.htm>.

Grant recipients are expected to meet a variety of basic qualifications. These ensure that grant recipients are capable of implementing ICM in their chosen corridor. Basic qualifications cover requisite technology and characteristics of the corridor such as:

1. Existing System Technology Base—participating agencies should have a basic level of management and operations capability upon which to

build. Applicants should describe the base level of technology in place in the specified corridor (See items 2 and 5 under How to Apply). This could include communications, data, data sharing, traffic management strategies, demand management strategies, traveler information, real-time corridor performance measurement, and analytical tools.

2. **Alternate Routes or Modal Alternatives**—the specified corridor should contain alternate routes to enable rerouting of traffic or alternative modes of travel (e.g., transit bus, rail, or HOV/HOT lanes). The applicant should discuss and address this requirement in the proposal (see items 1 and 2 under How to Apply).

3. **Performance Issues**—the specified corridor should have a variety of performance issues that can be addressed by integrated corridor management strategies. These issues should be identified and assessed by the applicant in the proposal (see item 3 under How to Apply). Examples include:

a. **Congestion and system reliability**—the specified corridor may contain considerable periods of congestion and unreliable travel times along critical corridor routes including transit routes; travelers may not have sufficient access to corridor performance information in order to make informed travel choices routinely or in certain situations.

b. **Transit system reliability**—performance of transit services in the specified corridor may be degraded due to other factors affecting performance of the corridor; the transit system may not have sufficient capacity or capability to meet unusual spikes in demand.

c. **Commercial Vehicles**—the specified corridor may contain considerable freight demands affecting the performance of the corridor.

d. **Safety**—the specified corridor may contain considerable safety issues caused by variable traffic demand, incidents, construction, weather, or other environmental or operational conditions affecting the performance of the corridor.

4. **Institutional relationships and agreements**—the transportation agencies with operational responsibility in the corridor should have a minimum level of institutional coordination that would indicate the potential success of ICM.

How To Apply

Formal proposals should include the following:

1. **Description of the corridor**—geography, State(s) involved, metropolitan area(s) encompassed, and

other relevant information which the proposer deems important.

2. **Transportation assets**—describe the transportation assets, modes, and facilities within the corridor that the proposal will impact, including major highways, arterials, transit facilities, and existing ITS infrastructure.

3. **Performance issues facing the corridor**—types of transportation challenges facing the efficient and effective operation and management of transportation facilities and services in the corridor.

4. **Membership of the existing or proposed organization** that will lead to the development and operation of ICM—including specific organizations such as transportation agencies, State safety enforcement agencies, MPOs, tolling authorities, transit operators, etc., and existing or proposed charter, governance, and/or procedural documentation. All transportation agencies with operational responsibility in the corridor should be included. The application should demonstrate an inclusion and coordination of transportation facility owners and operators within and adjacent to the proposed corridor. Proposers do not necessarily have to have formed an existing corridor organization or coalition but should show evidence that a cooperative agreement, memorandum of understanding, or other organizational mechanism can be executed in a reasonable timeframe after selection.

5. **Extent to which member agencies have integrated decisionmaking, operational, and data systems.** This includes, but is not limited to, coordination or integration for routine operations, incident management, and other operational situations.

6. **Related projects or programs in the Long Range Statewide Transportation Plan (LRSTP), Statewide Transportation Improvement Program (STIP), Metropolitan Transportation Plan (MTP), Transportation Improvement Plan (TIP), or Unified Planning Work Program (UPWP).**

7. **The vision of the organization and goals, objectives, and activities to be pursued in addressing the identified issues and challenges facing the corridor** including a discussion of how the grant will accelerate or facilitate the achievement of the overall vision.

8. **In order to demonstrate the success of the grant program the proposals should define project success factors and key performance indicators.**

9. **Initial Scope and Funding request**—A complete list of activities to be funded by the request. The applicant must follow the systems engineering

process as presented in FHWA's System Engineering Guidebook (<http://www.fhwa.dot.gov/cadiv/segb/>). The applicant must have in place a Project PMP and SEMP. If a PMP and/or a SEMP are not in place the recipient must develop or update a PMP and/or SEMP as part of this award.

10. **The applicant should develop one or more of the following:** ICM Concept of Operations, ICM System Requirements, ICM Analysis, Modeling and Simulation Plan, ICM Analysis, Modeling, and Simulation Activity Findings Report, or an ICM Implementation Plan.

a. **In order to request funding for ICM Concept of Operations, the applicant should demonstrate the development of a multiagency and/or multimodal stakeholder group.** The establishment of a multiagency and/or multimodal stakeholder group for the specified corridor should be demonstrated and approved by FHWA prior to reimbursement of any work effort on the ICM concept of operations

b. **In order to request funding for ICM System Requirements, the applicant should show the development of a Concept of Operations. The ConOps should be completed and approved by FHWA prior to FHWA reimbursement of any work effort on ICM System Requirements.**

c. **In order to request funding for ICM Analysis, Modeling, and Simulation Plan or Activity, the applicant should show the initiation or completion of a ConOps. The ConOps should be completed and approved by FHWA prior to FHWA reimbursement of any work effort on ICM Analysis, Modeling, and Simulation plan or activity.**

d. **In order to request funding for ICM Implementation Plan the applicant should show the initiation or completion of a ConOps and have an analysis approach established.**

11. **The proposal should include organizations and key staff involved, estimated costs, an identification of all funding sources that will supplement the requested funds and will be necessary to fully fund the request, and a timeline for completion of the activities to be supported. The maximum amount of funding requested from the ICM Deployment Planning Grant program should not exceed \$200,000 nor should it exceed 80 percent of the total cost of the activities proposed to be funded by the ICM Deployment Planning Grant program. The proposal should identify the party or parties to the award, including a description of the entity that will be entering into the agreement with FHWA, and a description of how that**

entity will process or manage the program funds. The term "eligible entity" means a State or local government, tribal government, transit agency, public toll authority, MPO, other political subdivision of a State or local government, or a multistate or multijurisdictional group applying through a single lead applicant.¹ Only one entity should be identified as the lead for grant administration purposes. Other transportation agencies are expected to partner with eligible entities to submit an application. (FHWA plans to administer these grants through the appropriate FHWA Division Offices.)

12. Proposals should include a description of the basic approach for an optional phase two deployment project. This should include, at a minimum, an implementation plan (or the approach to develop the implementation plan), and the relationship to the success factors identified above. If the DOT elects to proceed with phase two, it will provide a complete request for applications at that time. Proposals should not exceed 25 pages in length. Additional information supporting the application, such as maps, completed ICM planning documents, technical information, and letters of endorsement may be submitted as addenda to the application and will not count against the application page limit.

To ensure that all proposals receive fair and equal consideration for the limited available funds, the Department requires formal grant applications to be submitted to <http://www.grants.gov> by close of business December 31, 2013.

Application for Optional Phase Two: How To Apply

Upon the request of the DOT, successful initial recipients may submit an application for optional phase two funding. In addition to the information included in the initial application, the phase two application is expected to include, at a minimum:

1. Deployment project goals and objectives;
2. Description of deployment;
3. Approach to deployment design, build, and operate;
4. Development and application of analytical tools;
5. Schedule;
6. Risk mitigation summary; and
7. Scope.

Evaluation Criteria for Phase One

The ICM program has identified a series of criteria to help assess the potential for ICM in a corridor or region, and prioritize grant applicants. These

criteria are intended to gauge how successful a potential grant recipient will be in delivering the expected output as described above. In addition, these criteria are intended to enable the ICM Program to prioritize among grant applicants. Listed in order of importance:

1. Overall effectiveness—how well the vision of the organization and the activities proposed address the transportation issues and challenges in the corridor, provide an integrated management perspective, and align with DOT goals.

2. Institutional collaboration—depth, clarity, and potential effectiveness of the organization's structure; evidence of commitments by key partners to participate.

3. Integrated strategies and systems—the level of integration and coordination already demonstrated for routine operations, incident management, and other operational conditions of the corridor. This criterion also incorporates data sharing among involved agencies.

4. Performance issues assessment—the identification and qualitative or quantitative assessment of the performance issues in the specified corridor to be addressed by the integrated corridor management system.

5. Availability and diversity of alternative routes or modes of travel in the specified corridor—enabling realistic options for travelers or freight providers.

6. Safety and weather—inclusion of safety issues on corridor; and safety and mobility impacts due to weather or environmental conditions considerations in the program or project.

7. Commercial vehicles—inclusion of commercial vehicle demand and freight movement considerations in the program or project.

8. Past Performance Related to ITS deployment—relevant examples of how the applicants have deployed, operated, and maintained ITS solutions that continue to provide safety, efficiency, mobility, and other benefits to corridor stakeholders and the general public.

Evaluation Criteria for Optional Phase Two Funding

In addition to the evaluation criteria for the initial funding, the following criteria may be used to evaluate optional phase two funding.

1. Performance indicators—How well did the phase one deliverable meet the project success factors and key performance indicators identified in the initial application.

2. Potential benefits—Potential of the system to demonstrate measurable

benefits including availability of measurable objectives for ICM within the corridor; use of appropriate ITS strategies for implementation, matched to goals and objectives for the Demonstration System; and well-defined and appropriate corridor-level performance measures.

3. Alignment of deployment project to goals and objectives in the LRSTP, STIP, MTP, TIP, or UPWP.

4. Quality of the proposed deployment—Clarity and depth of understanding documented in the ConOps; Quality of the SyRS; Documented understanding of the complexity of the proposed integration of all new and existing subsystems for an ICMS; Description and availability of data required to calculate performance measures; Clear identification of standards necessary to support an ICMS.

5. ICM Implementation Plan—Overall approach for the implementation of ICM including the quality of the implementation schedule; i.e., the realism of the project schedule, and the relative size of the risks associated with the system implementation and clear ability to mitigate the risk factors.

Post-Submission Process

Applicants may be contacted for additional information or clarification. The application should include a primary point of contact and provide complete contact information for this individual.

The Department may pursue partial funding of applications.

If selected for funding, a formal agreement will be prepared between the Department and the lead agency applicant. The agreement will include information in addition to what has already been provided in the applications, such as a refined and more detailed scope of work.

Issued on: October 21, 2013.

Victor M. Mendez,
FHWA Administrator.

[FR Doc. 2013-26057 Filed 10-31-13; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[FMCSA Docket No. FMCSA-2013-0183]

Qualification of Drivers; Exemption Applications; Diabetes Mellitus

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of final disposition.

¹ 23 U.S.C. 513(a)(1).