

anticipated from project implementation.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, affected tribes, and private organizations and citizens who have previously expressed or are known to have interest in this proposal. An open house and new public scoping meeting was held on June 27th, 1996 to provide information and seek public input on the proposed alternatives. An open house and public hearing will be held to receive comments on the draft EIS after it is circulated. The draft EIS will be available for public and agency review and comment prior to the public hearing. Public notice will be given of the time and place of the open house and hearing and the availability of the draft EIS.

To assure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS, or requests to be added to the mailing list should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: June 26, 1996.

José M. Miranda,
Environmental Program Manager Olympia,
Washington.

[FR Doc. 96-17132 Filed 7-3-96; 8:45 am]

BILLING CODE 4910-22-M

Environmental Impact Statement: Sarpy and Cass Counties, NE

AGENCY: Federal Highway Administration (FHWA), Nebraska Department of Roads (NDOR).

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a supplement to a final environmental impact statement will be prepared for a proposed highway project in Sarpy and Cass Counties, Nebraska.

FOR FURTHER INFORMATION CONTACT:

Philip E. Barnes, PE, Operations Engineer, Federal Highway Administration, Room 220, 100 Centennial Mall North, Lincoln, Nebraska 68508-3851, Phone: (402) 437-5971

Mr. Arthur Yonkey, Project Development Engineer, Nebraska Department of Roads, P.O. Box 94759, Lincoln, Nebraska 68509, Phone: (402) 479-4795

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the NDOR, will prepare a supplement to the final environmental impact statement (EIS) on a proposal to improve U.S. Highway 75 in Sarpy and Cass Counties, Nebraska. The original EIS for the improvements (FHWA-Neb-EIS-73-11-F) was approved on June 6, 1979. The proposed improvements to U.S. 75 will provide a divided four-lane, limited access highway along existing alignment between the towns of Nebraska City and Bellevue, Nebraska for a distance of about 48 km (29.8 miles). Improvements to the corridor are considered necessary to provide for existing and projected traffic demand and improve upon high accident locations.

The NDOR and FHWA have determined that a supplement to the EIS will be required for the 20 km (12.5 mile) segment from Murray (N-1) to Bellevue (Fairview Road) segment of the U.S. 75 improvements studied in 1994. The supplement will identify those aspects of the project that have changed, as well as those aspects of the existing environmental setting, that have changed since the FEIS was filed 16 years ago. Since the 1979 EIS, the concept is proposed to be revised as follows:

- Murray (N-1) to south edge of Plattsmouth—changed to a four lane rural expressway on existing alignment;
- Through Plattsmouth—suburban signalized four lane expressway; and
- North of Plattsmouth to Bellevue (Fairview Road)—retain four lane highway but increase access control to that of a freeway with access points (Interchanges) at Bay Road and north of LaPlatte Road.

This alternative, a bypass to the west of Plattsmouth, and no action (retain 1979 preferred alternative) are currently being considered.

Letters describing the proposed action and soliciting comments will be sent to appropriate federal, state and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal.

An agency scoping meeting was held on April 22, 1996. A public scoping meeting will not be held. Public notice will be given of the time and place of the public hearing. This draft supplemental EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues relating to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA or the Nebraska Department of Roads at the addresses provided above.

Philip E. Barnes,

Operations Engineer.

[FR Doc. 96-17133 Filed 7-3-96; 8:45 am]

BILLING CODE 4910-22-M

Commercial Vehicle Information Systems and Networks (CVISN) Model Deployment Program

AGENCY: Federal Highway Administration (FHWA).

ACTION: Request for application (RFA).

SUMMARY: The FHWA is soliciting applications for the CVISN Model Deployment Program. CVISN are information systems that support commercial vehicle operations (CVO). This includes information systems owned and operated by governments, motor carriers, and other stakeholders. CVISN is not a new national information system, but rather a way for existing systems to exchange information through the use of standards and the United States commercially available communications infrastructure. CVISN will enable government agencies, the motor carrier industry, and other parties engaged in commercial vehicle operations, safety, and regulation to exchange information and conduct business transactions electronically. The objectives of CVISN include the following elements:

- a. Distribution of safety information to computers at the roadside to target high risk carriers;
- b. Use of license plate reader(s) at roadside to electronically identify commercial vehicles and carriers to check safety information;
- c. Electronic collection of inspection data from the roadside and uploading to SAFETynet;
- d. Electronic application for credentials by motor carriers;
- e. Interfacing of State systems to the International Registration Plan (IRP) clearinghouse;
- f. Interfacing of State systems to the International Fuel Tax Agreement (IFTA) clearinghouse; and
- g. Electronic clearance at fixed and/or mobile sites.

This RFA has been sent to all State agencies that have major responsibilities for the State transportation system,

Motor Carrier Safety Assistance Program (MCSAP), vehicle registration, and vehicle fuel tax. The RFA outlines FHWA's plans for model deployment of CVISN in seven pilot States. A full text of the CVISN RFA is being provided for responses.

DATES: Applications must be submitted to FHWA on or before July 19, 1996.

ADDRESSES: Submit applications or mail to: Mr. Doug McKelvey, Federal Highway Administration, Office of Motor Carriers, 400 7th Street, SW., HSA-20, Room 3419, Washington, D.C. 20590 or Facsimile to: FHWA CVISN RFA at (202) 366-7908.

FOR FURTHER INFORMATION CONTACT: Mr. Larry Swartzlander, Office of Motor Carriers, (202) 366-6066, or Mr. Kenneth Baxter, Office of Motor Carriers, (202) 366-8957.

SUPPLEMENTARY INFORMATION:

1. Introduction

1.1 Background

On April 11, 1996, notice of the FHWA intention to solicit application was published in the Federal Register (61FR16157). Comments from twenty-two states and two entities were received. The FHWA received comments from twenty-two States and two private agencies on the request for information (RFI). Overall, the responders were very supportive of CVISN and believe it is a worthy endeavor. The major comments and the FHWA's responses include the following:

1.1.1 All but one commenter agreed with the seven objectives. One commenter recommended that the hazardous materials transportation registration and permitting as an optional objective be added and require one pilot State to test this objective. This objective was not added because there are already seven objectives, and program funds and time are limited.

1.1.2 The majority of the States believe the Federal funding over a two-year period is appropriate to accomplish the seven objectives. Because of limited funding, it was decided to keep the two-year funding period.

1.1.3 The commenters offered varying opinions on the 50% minimum non-Federal cost sharing. FHWA will keep the 50% requirement in order to comply with the Department of Transportation and Related Agencies Appropriations Act, 1996 to vigorously pursue cost-sharing opportunities.

1.1.4 Several States were against giving extra credit for States that provide more than a 50% non-Federal match. This selection criteria element

has been deleted because it would impose a hardship on some States.

1.1.5 The majority of the responders believe motor carrier support should be required/encouraged during the model deployment project, but there should be no required signature from the industry. The FHWA agreed to require documentation indicating motor carrier support.

1.1.6 The commenters offered varying opinions on the issue of requiring the governor's signature on the Memorandum of Agreement (MOA). Four States said the governor's signature should be required because deploying CVISN will require involvement of numerous State agencies and the signature will ensure complete allocation of resources. Other States said the governor's signature should not be required because every State's administrative requirements are different, the signature of the head of the State's lead agency should be sufficient, and requiring the governor's signature could discourage participation of larger States. It was decided to keep this item optional and allow each State to decide if they wanted to obtain the governor's signature.

1.1.7 A few responders recommended that States be allowed to form CVISN private and/or public partnerships. The FHWA supports this concept and believes the RFI/RFA acknowledges this concept. Additional language was added in the RFA to clarify this issue.

1.1.8 A recommendation to delete the requirement for a 20% non-Federal hard match was supported by the FHWA and the RFA will reflect this deletion and only specify a 50% non-Federal match.

1.1.9 One commenter suggested deleting the reference to provide free Carrier Automated Transaction (CAT) software. The commenter believes the reference to free software would result in government competing unfairly with private sector participation in CVO deployment. The FHWA agrees with this request and the RFA has been changed to say that it is available from commercial sources.

1.1.10 Interoperability with toll systems was also a concern. This issue is addressed in the RFI/RFA by requiring interoperability with major CVO clearance programs and encourages interoperability with toll deployment technology.

Commercial vehicle business practices and systems were originally designed primarily for intrastate trucking, but several factors have changed the way CVO business is conducted. These factors include

increased emphasis on safety, improved truck technology, the construction of the Interstate Highway System, the industry's deregulation in 1980, and the interstate agreements for registration and fuel tax being adopted nationwide. The systems supporting CVO operations have not kept pace. Many of the systems supporting CVO are manual processes requiring redundant data entry and cannot share information within and among States and customers. Additionally, State safety and administrative responsibilities for commercial vehicles are projected to increase over the next several years and State budgets are anticipated to remain stable or face reductions. To address these issues, the United States Department of Transportation (US DOT), through the FHWA, intends to support model deployment of CVISN in a number of States. CVISN are information systems that support commercial vehicle operations. This includes information systems owned and operated by governments, motor carriers, and other stakeholders. CVISN is not a new information system, but rather a way for existing systems to exchange information through the use of standards and the existing commercially available communications infrastructure. CVISN will enable government agencies, the motor carrier industry, and other parties engaged in CVO safety and regulation to exchange information and conduct business transactions electronically. The purpose of investing in model deployment of CVISN in States is (1) to facilitate the development and deployment of Intelligent Transportation Systems (ITS) services that will increase the safety and productivity of CVO; and (2) to ascertain and educate the general public and key State and industry decision makers on the costs and benefits of ITS for CVO.

1.2 Description of CVISN Model Deployment Program

The model deployment of CVISN is focused on safety and administrative processes. Safety systems are being pursued to improve safety on the nation's highways and to reduce the burden on safe carriers, and help streamline government processes. Administrative processes are being pursued because of expected benefits to States and the high benefit/cost ratio identified in a recent study ("Assessment of ITS/Commercial Vehicle Operations and User Services—Qualitative Benefit/Cost Analysis" June, 1996, American Trucking Associations) for carriers possessing 100 or more trucks.

Three examples of CVISN include screening for safety, acquiring credentials, and mainline screening. Screening for safety would include Safety and Fitness Electronic Records (SAFER) System information that would provide a carrier safety snap-shot to the State or its agent for use at the roadside mobile and/or fixed inspection/weigh facility. The vehicle would pull into the facility and the US DOT number would be obtained. This information is then checked on the pen base computer that has a selection algorithm that suggests if the vehicle should be inspected for safety. If the inspection is performed, information is entered into the database via the pen base computer.

Carriers and commercial motor vehicle operators will obtain credentials and perform carrier to State business transactions electronically, directly from their offices. Carrier Automated Transaction (CAT) Software that performs these transactions is available from commercial sources. Commercial vendors have agreed to use open standards being developed through the American National Standards Institute (ANSI). ANSI open standards allow organizations to develop compatible CAT type software. Larger carriers would likely use these open standards to integrate carrier to State transaction software into their existing fleet management systems. While the FHWA strongly encourages carriers and States to use multiple vendors and encourage a healthy competitive market, the CVO architecture requires that all communication systems and interfaces deployed under CVISN use an open architecture and comply with the ANSI X.12 standards for electronic data interchange. Public private partnerships are encouraged in CAT development and integration as they are in all CVISN systems.

Carriers could enroll in mainline screening projects that allow carriers to pass inspection stations at mainline speeds for those States with roadside inspection/weigh facilities. A carrier's safety record will be evaluated using available safety information. The probability of a safe carrier being inspected would be very low while the probability of an historically unsafe carrier would be very high. Participating motor carrier vehicles in the mainline screening program would be weighed and classified by high speed screening equipment on the highway preceding the inspection facility and electronically examined via a vehicle-mounted transponder to ensure that all required electronic screening criteria was met. If the vehicle meets the criteria, the driver will be electronically notified by an

indicator device inside of the vehicle and allowed to bypass the inspection facility. When one or more of the criteria are not satisfied, the driver will be required to enter the inspection facility for further review.

This Request for Application (RFA) outlines FHWA's plans for model deployment of CVISN in seven model deployment States, one State from each of the seven truckshed regions. The trucksheds were defined by geographic distribution in the United States and by truck freight volumes, therefore piloting a national program in each of the seven regions is a logical progression to "grow" the program. Maryland and Virginia will be used to try the first generation of CVISN and it will then be refined and transferred to the model deployment State. States are encouraged to form partnerships with other States and the private sector in the CVISN program.

The complete RFA and additional information will be maintained on the World Wide Web at the Johns Hopkins University Applied Physics Laboratory (JHU/APL) home page (<http://www.jhuapl.edu/transportation/ssd/cvo/other/downdocs/downdocs.htm>). The Intelligent Transportation Society of America also provides information relevant to ITS and CVO on their home page (<http://davinci.csn.net/itsa/>).

1.3 CVISN Objectives

Each model deployment State is required to demonstrate the following over a two-year funding period at a few sites and for a portion of the truck and motor coach industry:

- a. Distribution of safety information to computers at the roadside to target high risk carriers.
- b. Use of license plate reader(s) at roadside to electronically identify commercial vehicles and carriers to check safety information.
- c. Electronic collection of inspection data from the roadside and uploading to SAFETYNET.
- d. Electronic application for credentials by motor carriers.
- e. Interfacing of State systems to the International Registration Plan (IRP) clearinghouse.
- f. Interfacing of State systems to the International Fuel Tax Agreement (IFTA) clearinghouse.
- g. Electronic clearance at fixed and/or mobile sites.

The system for requesting oversize/overweight permits electronically is optional.

CVISN model deployment States using Dedicated Short Range Communications (DSRC) must be interoperable with major CVO clearance

programs and it is desirable to be interoperable with toll deployment technology. This specifically includes adopting Electronic Data Interchange (EDI) and DSRC standards applicable to CVO when they become available. This is not designed to limit strategies, but to encourage innovative approaches to achieving the ITS/CVO vision of increased safety and efficiency. In addition, the FHWA will accept proposals outlining projects that include partnering of additional States in a truckshed region. The FHWA's plan includes expansion to additional States that may overlap trucksheds, however, funding is limited to one lead State per region. An example is a methodology that will identify high risk carriers, drivers, and vehicles based on a regional hypothesis.

Evaluation is another requirement. CVISN model deployment State must participate in an overall project evaluation. As a partner, the FHWA will provide an independent evaluator to work with the stakeholder in refining their draft evaluation plan early in the test. The evaluation process will help focus stakeholder efforts and resources through early evaluation planning to achieve the maximum cost/benefits from the program.

1.4 Expected CVISN Benefits

Expected Benefits for State Governments

- a. Data interchange among State, carriers, financial institutions, and insurance carriers will be electronic and efficient.
- b. Administrators and enforcement personnel will have electronic access to required data.
- c. Enforcement resources can be focused on high risk carriers and drivers.
- d. Credentials issuance, taxation, inspections, and compliance reviews will be automated to proceed more efficiently.
- e. Better enforcement of weight, size, safety, and tax regulations.
- f. In the long term, re-engineered policies and practices can be based on measured data and careful analysis.

Expected Benefits for Motor Carriers

- a. Reduced administrative burden in regulatory compliance.
- b. Vehicles of safe and legal carriers will incur less delay.
- c. Technology investment can support multiple services.
- d. Uniformity of services across North America.
- e. Focus on unsafe carriers will "level the playing field."

- f. Reduction in exposure to lane change movements at inspection sites.
- g. Increased commercial vehicle fuel efficiency.
- h. Reduced commercial vehicle emissions.

2. CVISN System and Organizational Coordination

The objectives of the CVISN model deployment program (Section 1.3) will require system and organizational coordination. The organizations and capabilities described here include the safety inspections and electronic clearance; registration; electronic credentials, clearance, and motor carriers; fuel tax system; and oversize/overweight. This section takes a paragraph to describe what each objective achieves with the CVISN deployment and how this is accomplished. The FHWA assumes that model deployment States will upgrade existing systems or use a private provider to operate and maintain the systems. The FHWA supports automation of the existing functions, but is not encouraging the addition of new systems.

2.1 Safety Inspections and Electronic Clearance

The State commercial vehicle safety system will upload inspections electronically at the roadside using the ASPEN portable computer system or current State system. Safety information will be provided electronically to the roadside to enforcement officers. Preliminary data have indicated that the effectiveness of roadside safety inspections can be doubled combining this safety information with experienced law enforcement officers. This will allow automated screening to clear safe operators and focus safety enforcement on high risk carriers. Federal model deployment funds could be used for hardware and software, and the State will provide manpower to solve organizational issues leading to deployment and resources such as motor carrier inspectors to operate the system. This will be coordinated with the existing Motor Carrier Safety Assistance Program (MCSAP). The State will also electronically clear transponder-equipped safe and legal trucks and buses at fixed and/or mobile sites.

2.2 Registration

The State registration system will electronically accept registration requests, issue credentials electronically, and respond to queries of authorized users. Federal model deployment funds could be used to

purchase the necessary hardware and software to interface the existing pilot State registration system and utilize an interstate IRP clearinghouse. This IRP clearinghouse will be developed and operated under the direction of the IRP board of directors. The State registration agency will provide organizational coordination of the technology deployment and any modifications required in the existing State system software. Federal model deployment funds could be used for travel funding to resolve organizational issues and to participate in ANSI standards meetings to ensure the registration standards developed meet the pilot State's requirements.

2.3 Electronic Credentials, Clearance, and Motor Carriers

Carriers and commercial motor vehicle operators will be able to obtain credentials electronically. A small carrier if needed would go to a single location, either a State or private provider, versus the numerous locations currently required. User friendly personal computer (PC) software would be developed. This software will allow carriers to obtain credentials directly from their office. Larger carriers would likely integrate credential software in their existing fleet management system.

Carriers could apply for electronic clearance that allows safe and legal carriers with transponder-equipped vehicles to pass inspection stations or mobile sites at mainline speeds.

2.4 Fuel Tax System

The State fuel tax system will (1) electronically accept applications for fuel credentials, (2) issue them, (3) accept quarterly fuel tax reports, (4) respond to authorized queries, and (5) notify other IFTA application States electronically of carriers allocated for their State. Federal model deployment funds could be used to purchase the necessary hardware and software to interface the existing model deployment State fuel tax system and utilize an interstate fuel clearinghouse. This fuel clearinghouse will be developed and operated under the direction of the IFTA board of directors and coordinated with IFTA. The clearinghouse will notify the model deployment State electronically of all carriers allowed to operate in the pilot State, who are base-stated in other States. The fuel tax system will provide organizational coordination for the technology deployment and necessary modifications required in the existing system software. Federal model deployment funds could be used for travel funding to resolve organizational

issues and to participate in the ANSI standards meetings to ensure the fuel tax standards developed meet the pilot State's requirements.

2.5 Oversize/Overweight (Optional)

The State oversize/overweight system will allow the carrier to request credentials electronically and issue oversize/overweight permits electronically for CVO vehicles in an approved envelope for size and weight. Requests outside the envelope will be notified to contact the organization in person. Where States have developed regional oversize/overweight agreements, the region will select a single State to issue credentials for that region. The State will provide manpower to resolve issues and operate the system. Federal model deployment funds could be used to purchase and install the system and provide travel funding to resolve the organizational issues and to participate in ANSI standards meetings to ensure the oversize/overweight standards developed meet the model deployment State's requirements.

3. CVISN Funding

In fiscal year (FY) 96, the FHWA expects to provide \$500,000 to each model deployment State to enable them to automate their systems, purchase technologies for the model deployment, and develop business plans. Additional Federal FY 97 funding is planned. The actual amount will be based on implementation cost estimates, Congressional funding levels, and past performance. The availability of CVISN funding beyond FY 97 is undetermined at this time. Success of the CVISN model deployment program will have a significant role in future Federal funding.

3.1 Federal Allocation

Funding for each selected pilot State will be provided over a two-year funding period.

3.2 Eligible Costs for Federal Funding

Eligible expenditures for Federal funding will be for software development, equipment, installation, maintenance, and other expenses to achieve the objectives of the CVISN project.

3.3 Non-Federal Cost Sharing

The CVISN model deployment States will be asked to contribute at least 50% of the cost of the project in hard and/or soft matches. Non-Federal cost sharing (private and public) funds and other resources are required. An example of non-Federal cost sharing

includes (a) funds for equipment, (b) staff, (c) cash and (d) cost of integrating existing equipment for CVISN model deployment. In addition, the future non-Federal cost sharing percentage is subject to change depending upon Congressional funding.

4. Mainstreaming

Mainstreaming funds will be available to States and regions in FY 1996. These funds will help continue to build the organizational and institutional arrangements among State, carriers, and vendors to ensure the development and deployment of ITS/CVO user services to public and private markets. While the model deployment of the CVISN architecture proceeds in the model deployment State over the next two funding years, the State and regional forums will be strengthened by providing Federal funding to hire regional champions responsible for near-term deployment activities. The regional champions and forums will serve the following functions: (a) the development of regional and State ITS/CVO Mainstreaming plans to prepare for CVISN model deployment in States throughout the seven truckshed regions, (b) the dissemination of results from the initial CVISN model deployment to the rest of the regional forum and (c) facilitating information transfer between the regional champion and the program manager.

5. Evaluation

The FHWA will conduct a rigorous, independent evaluation of the effectiveness of the CVISN model deployment in achieving the CVISN objectives and National ITS program goals. The independent evaluation may be conducted using existing FHWA resources, or, as part of another solicitation, the FHWA may contract with one or more independent evaluation contractor(s) to evaluate the model deployments.

6. Application Requirements

The application to be a model deployment State shall include a memorandum of agreement (MOA) with the chief executive officer's (CEO) signature of relevant agencies demonstrating their support for providing the CVISN services previously outlined. A signature of the Governor is optional. A letter(s) of support from the CEO of a motor carrier is strongly encouraged. An organizational chart showing the relationship between the agencies, a point of contact for each agency and a lead agency will be identified at this time. This process is to ensure

management support for CVISN services at all levels. If there is no MOA, the application will not be considered further.

Each application shall include and fully address the selection criteria statements in Section 7, Selection Criteria.

7. Selection Criteria

Selection for participation in the CVISN model deployment program will include the following criteria:

7.1 Institutional Capabilities

States interested in model deployment of CVISN should include, with their application of interest, supporting documentation indicating the extent to which of these institutional capabilities exist. Possessing more of these institutional capabilities will increase the ability of a State to be selected and to be a successful model deployment State.

a. Leadership and initiative on ITS/CVO issues and programs through participation in ITS/CVO institutional studies and operational tests.

b. Integration with safety strategies and projects targeting high risk carriers.

c. An ITS/CVO working group involving agencies and private industry.

d. An ITS/CVO plan (strategic, business, deployment, etc.). If a plan is available, a bullet list of major elements should be attached with the application including: (1) Goals, (2) Objectives, (3) Actions, (4) Schedule, and (5) Funding summary.

e. Strong commitment to customer service and the ability to work with the motor carrier industry in their State.

f. A project manager to oversee deployment of these services.

g. Experience and willingness to work with other State and CVO-related organizations at the regional and national level.

h. Commitment to participate in the evaluation and the CVISN model deployment following the two-year operational test.

i. Public/private partnerships involving CVO.

7.2 Technical Capabilities

States interested in model deployment of CVISN should include supporting documentation indicating their technical capabilities for the items below. It is not anticipated that most of these technical capabilities exist in States, but possessing more of these technical capabilities will increase the ability of a State to be a successful model deployment.

a. Significant public and/or private sector investment and technical

capability in developing, operating, and maintaining CVO-related information management systems and technologies.

b. Significant progress in developing and operating (including the private sector) several ITS/CVO services, including:

1. Distribution of safety information to computers at the roadside to target high risk carriers.

2. Use of license plate reader(s) at roadside to electronically identify commercial vehicles and carriers to check safety information.

3. Electronic application for credentials by motor carriers.

4. Electronic collection of inspection data from fixed and/or mobile electronic safety screening programs, and the ability to support on-line data entry of safety information to SAFETYNET.

5. Electronic clearance programs where States operate a significant number of weigh stations, ports-of-entry, or mobile operations.

6. Electronic registration programs for carriers for interstate and intrastate registrations, and the ability to respond to electronic queries from government and industry to verify the status of registrations.

7. Electronic fuel tax reporting, and the ability to respond to electronic queries from government and industry to verify the status of fuel tax accounts.

8. Electronic oversize/overweight permitting, and the ability to respond to electronic queries from government and industry to verify the status of oversize/overweight permits.

c. State communications infrastructure or that of a private provider is sufficiently developed to provide on-line information exchange capability to the designated users.

d. Sufficient support equipment to carry out the model deployment of CVISN and ITS/CVO services.

8. Schedule

The time line for the CVISN model deployment State application and selection process is as follows:

Number and date	Event
1. May 20, 1996	Distribute request for Applications for CVISN Model Deployment Program.
2. July 19, 1996	Applications for CVISN Model Deployment Program due.
3. August 16, 1996 ...	Applications selected for CVISN Model Deployment Program.
4. September 20, 1996.	Funding agreements completed.

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: June 28, 1996.

Rodney E. Slater,

Federal Highway Administrator.

[FR Doc. 96-17110 Filed 7-3-96; 8:45 am]

BILLING CODE 4910-22-P

[FHWA Docket No. 96-23]

Utilization of the Private Sector for Surveying and Mapping Services

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: Section 306 of title 23, United States Code, requires the Secretary of Transportation to issue guidance to encourage States to utilize, to the maximum extent practicable, private sector sources for surveying and mapping services for projects under title 23 of the United States Code. The FHWA requests information from the public, State and local transportation agencies, public and private professional organizations, private sector firms, and others on the appropriate role of the State and private sector in surveying and mapping activities.

DATES: Comments must be received on or before September 3, 1996.

ADDRESSES: Submit written, signed comments to FHWA Docket No. 96-23, Federal Highway Administration Room 4232, HCC-10, Office of the Chief Counsel, 400 Seventh Street, SW., Washington, D.C. 20590. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Félix Rodríguez-Soto, Office of Engineering, 202-366-1564, or Wilbert Baccus, (HCC-32), Office of the Chief Counsel, 202-366-0780. The address is Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday except Federal holidays.

SUPPLEMENTARY INFORMATION: Section 306 of title 23 of the United States Code, as amended by the National Highway System Designation Act of 1995,

authorizes, wherever practicable, the use of photogrammetric methods in mapping and the utilization of the private sector for such services. Section 306(b) requires the Secretary of Transportation to issue guidance to encourage States to utilize, to the maximum extent practicable, private sector sources for surveying and mapping services for projects under title 23 of the United States Code. Interested persons are invited to submit information and comments addressing the appropriate roles for States and the private sector in mapping and surveying activities including the following areas:

- (1) preparation of standards and specifications;
- (2) research in surveying and mapping instrumentation and procedures and technology transfer to the private sector;
- (3) providing technical guidance, coordination, and administration of State surveying and mapping activities; and
- (4) recommending methods for increasing the use by the States of private sector sources for surveying and mapping activities.

The FHWA will review the information received and consider it in the development of the guidance required by the Act.

Authority: 23 U.S.C. 306, 315; 49 CFR 1.48.

Issued on: June 25, 1996.

Rodney E. Slater,

Federal Highway Administrator.

[FR Doc. 96-17109 Filed 7-3-96; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF THE TREASURY

Fiscal Service

Proposed Collection of Information: Notice of Reclamation; Electronic Funds Transfer, Federal Recurring Payments; Request for Debit, Electronic Funds Transfer, Federal Recurring Payments

AGENCY: Financial Management Service, Fiscal Service, Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Financial Management Service, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and

other Federal agencies to comment on a continuing information collection. By this notice, the Financial Management Service solicits comments concerning the forms "Notice of Reclamation, Electronic Funds Transfer; Federal Recurring Payments request for Debit, Electronic Funds Transfer, Federal Recurring Payments."

DATES: Written comments should be received on or before September 3, 1996.

ADDRESSES: Direct all written comments to Financial Management Service, 3361-L 75th Avenue, Landover, Maryland 20785.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form(s) and instructions should be directed to Dorothy Wilson, Financial Management Service, Room 357-D, 401 14th St., S.W., Washington, D.C. 20227, (202) 874-7157.

SUPPLEMENTARY INFORMATION: Pursuant to the Paperwork Reduction Act of 1995, (44 U.S.C. 3506(c)(2)(A)), the Financial Management Service solicits comments on the collection of information described below.

Title: Notice of Reclamation, Electronic Funds Transfer, Federal recurring Payments; Request for Debit, Electronic Funds Transfer, Federal Recurring Payments.

OMB Number: 1510-0043.

Form Number: FMS-133 and FMS-135.

Abstract: These forms are used when a program agency authorizes Treasury to recover payments that have been issued after the death of the beneficiary. FMS-133 is used by Treasury to notify the financial organization of its accountability concerning the funds. When there is no response to the FMS-133, an FMS-135 is sent requesting a debit to the financial organization's account.

Current Actions: There are no changes to this information collection. It is being submitted for extension purposes only.

Type of Review: Extension.

Affected Public: Business/Financial Institutions.

Estimated Number of Respondents: 55,000.

Estimated Time Per Respondent: 12 minutes.

Estimated Total Annual Burden Hours: 50,930.