

The Supporting Statement

Introduction: This request is for three programs managed by the Federal Highway Administration's (FHWA) Office of Planning, Environment, and Realty. The Transportation, Community, and System Preservation (TCSP) Program is a comprehensive program to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships. The Delta Region Transportation Development Program (DRTDP) supports and encourages multistate transportation planning and corridor development, provides for project development, facilitates decision making, and supports construction in the eight States comprising the Delta Region (Alabama, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri, and Tennessee). And finally, the Transportation Planning Excellence Awards (TPEA) Program is a biennial awards program developed by the FHWA and the Federal Transit Administration (FTA) to recognize outstanding initiatives across the country.

Part A. Justification.

1. Circumstances that make collection of information necessary:

For the TCSP Program, the information collection supports Section 1117 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which requires that the Secretary of Transportation make grants based on applications from States, metropolitan planning organizations, tribal governments, and local governments to carry out eligible projects to integrate transportation, community, and system preservation plans and practices.

For the DRTDP, the information collection supports Section 1308 of SAFETEA-LU which requires that the Secretary of Transportation make grants based on applications from States and metropolitan planning organizations for multistate highway planning, development, and construction projects.

For the TPEA Program, the information collection supports FHWA's vision, mission, and strategic goals by recognizing outstanding initiatives across the country to develop, plan and implement innovative transportation planning practices. The information about the projects selected may be shared as a noteworthy practice for others. The categories for submission include transportation asset management, education and training, freight planning, emergency management planning, linking planning and operations, modeling and technology applications, planning leadership, public involvement and outreach, safety planning, transportation and land use integration, transportation planning environment, tribal transportation planning, and livability/sustainability. Transportation stakeholders desire information and noteworthy practices from other regions, states, authorities and agencies that can provide techniques and efficient solutions that will result in an improved transportation system.

2. How, by whom, and for what purpose is the information used:

The TCSP Program is a comprehensive program to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships. States, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:

- Improve the efficiency of the transportation system of the United States.
- Reduce environmental impacts of transportation.
- Reduce the need for costly future public infrastructure investments.

- Ensure efficient access to jobs, services, and centers of trade.
- Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

The Secretary of Transportation will make grants for projects from States, metropolitan planning organizations, local governments, and tribal governments, with priority consideration given to projects that:

- Have instituted coordinated preservation or development plans that promote cost-effective investment and private sector strategies,
- Have instituted other TCSP policies such as those addressing high-growth areas, urban growth boundaries, “green corridors” programs that provide access to major highway corridors for controlled growth areas,
- Address environmental mitigation, and
- Encourage private sector involvement.

The FHWA will use the information collected to make recommendations to the Secretary of Transportation regarding which projects should receive TCSP Program funds.

The DRTDP is a program in the 8 States comprising the Delta Region (Alabama, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri, and Tennessee) to:

- support and encourage multistate transportation planning and corridor development;
- provide for transportation project development;
- facilitate transportation decision making; and
- support transportation construction.

States and metropolitan planning organizations are eligible for DRTDP discretionary grants for multistate highway planning, development, and construction projects that are:

- consistent with the continuing, cooperative, and comprehensive planning processes required by sections 134 and 135 of title 23, United States Code;
- located in an area under the authority of the Delta Regional Authority;
- on a Federal-aid highway;
- endorsed by the State department of transportation; and
- supported by evidence of the ability of the recipient of funds provided under the program to complete the project.

In administering the DRTDP, the Secretary of transportation shall:

- encourage State and local officials to work together to develop plans for multimodal and multijurisdictional transportation decision making; and
- give priority to projects that emphasize multimodal planning, including planning for operational improvements that:
 - o increase the mobility of people and goods;
 - o improve the safety of the transportation system with respect to catastrophic natural disasters or disasters caused by human activity; and
 - o contribute to the economic vitality of the area in which the project is being carried out.

The FHWA will use the information collected to make recommendations to the Secretary of Transportation regarding which projects should receive DRTDP funds.

For the TPEA Program, the FHWA, Federal Transit Administration (FTA), and the American Planning Association sponsor the awards program. Each submittal is evaluated using criteria that are designed to address a number of areas that represent good transportation planning. Anyone may submit a nomination; however, eligible nominations must be for a project, process, group, or individual involved in a project or process that has used FHWA and/or FTA funding sources to

make an outstanding contribution to the field of transportation planning. Winning entries are selected by an independent panel of judges representing diverse backgrounds and expertise. The award recipients are recognized at a ceremony at a national transportation planning meeting. Information about the awards recipients and the submittal is made available on the Transportation Planning Excellence Awards Program web site, in a published report, and in newsletters and articles.

The purpose of the TPEA Program is to recognize outstanding initiatives across the country in the field of transportation planning that plan and implement innovative transportation planning practices. Recognition is given to projects that go beyond the standard practices and incorporate truly innovative and extraordinary efforts. Those innovative transportation planning practices include qualities such as public participation that is authentic and broadly inclusive, collaboration among jurisdictions, and plans that are truly comprehensive and well-integrated, leading to efficient project implementation that expands choice, mobility, and access. The TPEA Program is open to all transportation professionals for plans, process, projects or people that have demonstrated outstanding work that would benefit others in the field.

The initiatives that are recognized serve as exemplars for other transportation stakeholders to improve the coordination, cooperation and consultation of the transportation planning process. By sharing these outstanding initiatives throughout the transportation planning community, agencies support one another to raise the standard of transportation across the board. This Program exemplifies the FHWA and FTA commitment to share and promote innovative planning and implementation tools that are proven and implemented. The TPEA Program categories for submission include transportation asset management, education and training, freight planning, homeland and personal security linking planning and operations, modeling and technology applications, planning leadership, public involvement and outreach, safety planning, transportation and land use integration, transportation planning environment and tribal transportation planning.

3. Extent of automated information collection:

The TCSP Program grant application is a Microsoft Word document that is used to collect project information in which FHWA can properly evaluate the candidate projects for review and approval by the Secretary of Transportation. The form is designed to be completed in approximately 120 minutes. The grant application limits the size of responses by indicating the amount of text that should be included in the application to ensure that the information provided is concise and clear.

The DRTDP grant application is a Microsoft Word document that is used to collect project information in which FHWA can properly evaluate the candidate projects for review and approval by the Secretary of Transportation. The form is designed to be completed in approximately 90 minutes. The grant application limits the size of responses by indicating the amount of text that should be included in the application to ensure that the information provided is concise and clear.

For the TPEA Program, the on-line submission form is a tool for the submitters to nominate a process or group or individual. The form is designed to be completed in approximately 90 minutes. This on-line submission form limits the length of responses by indicating the number of words that can be used for a response to each question to ensure that responses are concise and clear. All information is submitted electronically and supporting documentation is optional.

4. Efforts to identify duplication:

In order for grants to be awarded yearly through the TCSP Program by the Secretary of Transportation, FHWA must solicit grant applications from eligible grantees. This information is not readily available and is unique to FHWA.

In order for grants to be awarded yearly through the DRTDP by the Secretary of Transportation, FHWA must solicit grant applications from eligible grantees. This information is not readily available and is unique to FHWA.

The biennial TPEA Program facilitates the submittal of current practices. The TPEA Program is the only awards program which is open to all transportation stakeholders for plans, process', projects or people that have demonstrated outstanding work that would benefit others in the field. FHWA and FTA work together to sponsor this single program for transportation planning excellence.

5. Efforts to minimize the burden on small businesses:

No special equipment is required to apply. Submittal of entries can be completed electronically. If for any reason, this is not possible, fax and mailed copies are acceptable.

6. Impact of less frequent collection of information:

In accordance with Section 1117 of SAFETEA-LU, the TCSP Program is expected to solicit grant applications from States, metropolitan planning organizations, local governments, and tribal governments on a yearly basis.

In accordance with Section 1308 of SAFETEA-LU, the DRTDP is expected to solicit grant applications from States and metropolitan planning organizations on a yearly basis.

The biennial TPEA Program facilitates the submittal of current, innovative practices. If the program were less frequent, FHWA and FTA might miss opportunities to highlight significant planning process, project or people.

7. Special circumstances:

Not Applicable.

8. Compliance with 5 CFR 1320.8:

Federal Register Volume 74, Number 241, Thursday, December 17, 2009. No comments were received.

9. Payments or gifts to respondents:

Not Applicable.

10. Assurance of confidentiality:

Not Applicable.

11. Justification for collection of sensitive information:

Not Applicable.

12. Estimate of burden hours for information requested:

For the TCSP grant applications they are to be submitted to FHWA annually. It is estimated that the submission form will take 120 minutes to complete for an annual burden of 400 hours. For the DRTDP grant applications they are to be submitted to FHWA annually. It is estimated that the submission form will take 90 minutes to complete for an annual burden of 30 hours. The FHWA anticipates that approximately 100 TPEA award nomination applications will be submitted biennially for an average of 53 annual burden hours. Total annual burden hours is 483.

TCSP Grant Application:

120 minutes to complete
200 respondents
400 burden hours annually

DRTDP Grant Application

90 minutes to complete
20 respondents
30 burden hours annually

TPEA Grant Application

96 minutes to complete
33 respondents
53 burden hours annually

Total Annual Burden Hours: 483

13. Estimate of total annual costs to respondents:

Not Applicable.

14. Estimate of cost to the Federal government:

The anticipated cost to the Federal government for the TCSP Program is \$41,941. This figure is based on a GS-14 hourly staff salary of \$50.41 and 832 hours (2,080 * 40% Staff Time) per year to review, process, and manage the TCSP Program.

The anticipated cost to the Federal government for the DRTDP is \$10,485. This figure is based on a GS-14 hourly staff salary of \$50.41 and 208 hours (2,080 * 10% Staff Time) per year to review, process, and manage the DRTDP.

The anticipated cost to the Federal government for the TPEA is \$20,970.56. This figure is based on a GS-14 hourly staff salary of \$50.41 and 416 hours (2,080 * 20% Staff Time) every other year to review, process, and manage the TPEA Program.

Total Federal government cost is \$71,129.

15. Explanation of program changes or adjustments:

During the past three years we have had additional experience regarding the number of applications that can be expected, as well as additional data regarding the time necessary to complete the application. This additional data and experience has shown that we can expect more applications than previously anticipated and applicants need more time per application.

16. Publication of results of data collection:

The results will be published on the FHWA TCSP Program and DRTDP web sites following the announcement of awards by the Secretary of Transportation. For the TPEA Program, the results will be published on both the TPEA web site and the American Planning Association web site immediately following the award ceremony; in a published report approximately six months after recipients are recognized and in various newsletters; and possibly locally by the recipients.

17. Approval for not displaying the expiration date of OMB approval:

FHWA expects to display the expiration date of OMB approval on the TCSP Program and DRTDP grant applications as well as the TPEA application.

18. Exceptions to certification statement:

Not Applicable.