

equipment for regularly scheduled revenue service in the U.S. The subject Compliant DMU must meet all of the current requirements of 49 CFR part 238, as amended; compliance via "grandfathering" is not acceptable for the purposes of this announcement.

DATES: The deadline for submissions of Statements of Interest is the close of business, Thursday, July 31, 2003. The actual deadline for the submission of applications will be noted in the solicitation from FRA to prospective grantees as a result of the evaluation of the Statements of Interest.

ADDRESSES: Applicants must submit an original and six (6) copies to the Federal Railroad Administration at one of the following addresses:

Postal address (note correct zip code): Federal Railroad Administration, Attention: Robert L. Carpenter, Office of Procurement Services (RAD-30), Mail Stop #50, 1120 Vermont Ave., NW., Washington, DC 20590.

FedEx/courier address (note correct zip code): Federal Railroad Administration, Attention: Robert L. Carpenter, Office of Procurement Services (RAD-30), Room # 6126, 1120 Vermont Ave., NW., Washington, DC 20005.

Due to delays caused by enhanced screening of mail delivered via the U.S. Postal Service, applicants are encouraged to use other means to assure timely receipt of materials.

FOR FURTHER INFORMATION CONTACT:

Steve Sill, Program Manager, Office of Railroad Development (RDV-11), Federal Railroad Administration, 1120 Vermont Avenue NW., Washington, DC 20590. Phone: (202) 493-6348; Fax: (202) 493-6330, or Robert Carpenter, Grants Officer, Office of Acquisition and Grants Services (RAD-30), Federal Railroad Administration, 1120 Vermont Avenue NW., Washington, DC 20590. Phone: (202) 493-6153; Fax: (202) 493-6171.

SUPPLEMENTARY INFORMATION: The demonstration will be supported with up to \$3,974,000 of Federal funds provided to FRA's Next Generation High-Speed Rail Program as part of the Fiscal Year 2003 Department of Transportation and Related Agencies Appropriations Act (included in Division I of the Consolidated Appropriations Resolution, 2003 (Pub. L. 108-7, February 20, 2003)). The Federal funds must be matched on a dollar-for-dollar basis from non-Federal sources. FRA anticipates soliciting a single grant application and awarding a single grant for the demonstration to a public transportation agency, with the intent of beginning demonstration as

soon as possible. The funds made available under this grant will be available for activities related to establishing compliance of the DMU design with existing Federal passenger safety standards (49 CFR part 238, as amended), for the acquisition of DMUs through a conventional competitive procurement process, and for service facilities necessary for revenue service demonstration. The grantee will be responsible for all other expenses of the demonstration, including the cost of passenger facilities and any net operating expenses. FRA anticipates that no further public notice will be made with respect to selecting applicants for this demonstration.

Purpose: There is substantial interest in the expanded use of passenger rail service to help address congestion in other modes of transportation and/or to provide for additional alternatives to meet current and future mobility needs. Transportation planners and decision-makers have expressed an interest in alternatives to locomotive hauled trains, which are currently the most prevalent form of passenger rail transportation in areas where electric operation is not available. Historically, DMUs were available for this purpose, but none has entered service domestically since FRA issued the Passenger Equipment Safety Standards Final Rule on May 12, 1999. Indeed, no DMUs had been built new in the U.S. for decades before the issuance of that rule. The purpose of the demonstration is to determine whether the current state of railroad technology development offers the availability, in the very near term, of a DMU self-propelled passenger car that meets current Federal passenger car safety standards found at 49 CFR part 238, as amended. If such technology is available, the demonstration will develop technology-specific cost, maintenance, reliability and operating data to help transportation planners and decision makers determine whether a Compliant DMU should be considered as an option for rail-based transportation. The equipment must meet all of the current requirements of 49 CFR part 238, as amended; compliance via "grandfathering" is not acceptable for the purposes of this announcement.

Authority: The authority for the Program can be found in Title 49, United States Code, Section 26102 and in Fiscal Year 2003 Department of Transportation and Related Agencies Appropriations Act (included in Division I of the Consolidated Appropriations Resolution, 2003 (Pub. L. 108-7, February 20, 2003)). The Secretary of Transportation's

responsibilities under this program have been delegated to the Federal Railroad Administration.

Funding: Fiscal Year 2003 Department of Transportation and Related Agencies Appropriations Act provides \$3,974,000 and directs FRA to award a grant to demonstrate Compliant DMU vehicles. It is anticipated that the available funding will support one demonstration. Additional funding for this or related work may be available in subsequent fiscal years.

Schedule for Demonstration Program:

As directed by the Congress, FRA anticipates beginning demonstration activities in calendar 2003 and continuing them in 2004. It is anticipated that evaluation of the demonstration operation will continue for up to two years beyond the initial funding year. FRA anticipates that the eligible participant(s) will, where necessary, contract or otherwise enter into partnerships with developers and manufacturers of Compliant DMUs to accomplish the demonstration.

Eligible Participants: Any United States public transportation agency or combination of such agencies is eligible to apply for funding under this Notice. For state applicants, if the proposed demonstration territory is in more than one state, a single state agency should apply on behalf of all of the participating states.

Eligible Technology Demonstrations:

Eligible projects must demonstrate a Compliant DMU vehicle in daily revenue passenger service.

Requirements for Statements of Interest:

The following points describe minimum content which will be required in Statements of Interest. Each Statement of Interest will:

1. Describe the proposed demonstration in detail, including the location and transportation service to be provided, the anticipated start date and duration of the demonstration, anticipated schedules, passenger service facilities to be employed, anticipated passenger utilization of the demonstration service, and how necessary maintenance and support operations will be conducted.

2. Describe the types of DMU technology that the public agency is considering and how the Compliant DMU used in the proposed demonstration will be selected.

3. Describe the rail line on which the proposed demonstration will be conducted, including any discussions the public agency has had with the owner of the rail line in connection with the proposed demonstration.

4. Describe the traffic types (including ownership of trains), volumes, and