

#### (E) Cost Proposal (10 Points)

Applicants must submit the total proposed cost of establishing and administering the SBTRC in the applicant's geographical region for a 12 month period, inclusive of costs funded through alternative matching resources. The applicant's budget must be adequate to support the proposed strategy and costs must be reasonable in relation to project objectives. The portion of the submitted budget funded by OSDBU cannot exceed the ceiling outlined in Section 1.3; Description of Competition of this RFP per fiscal year. Applicants are encouraged to provide in-kind costs and other innovative cost approaches.

#### 4.2 Scoring of Applications

A review panel will score each application based upon the evaluation criteria listed above. Points will be given for each evaluation criteria category, not to exceed the maximum number of points allowed for each category. Proposals which are deemed non-responsive, do not meet the established criteria, or incomplete at the time of submission will be disqualified. OSDBU will perform a responsibility determination of the prospective awardee in the region, which will include a site visit, before awarding the cooperative agreement.

#### 4.3 Conflicts of Interest

Applicants must submit signed statements by key personnel and all organization principals indicating that they, or members of their immediate families, do not have a personal, business or financial interest in any DOT-funded transportation project, nor any relationships with local or state transportation agencies that may have the appearance of a conflict of interest.

#### **Appendix A—Format for Proposals for the Department of Transportation Office of Small and Disadvantaged Business Utilization's Small Business Transportation Resource Center (SBTRC) Program**

Submitted proposals for the DOT, Office of Small and Disadvantaged Business Utilization's Small Business Transportation Resource Center Program must contain the following 12 sections and be organized in the following order:

##### **1. Table of Contents**

Identify all parts, sections and attachments of the application.

##### **2. Application Summary**

Provide a summary overview of the following:

- The applicant's proposed SBTRC region and city and key elements of the plan of

action/strategy to achieve the SBTRC objectives.

- The applicant's relevant organizational experience and capabilities.

#### **3. Understanding of the Work**

Provide a narrative which contains specific project information as follows:

- The applicant will describe its understanding of the OSDBU's SBTRC program mission and the role of the applicant's proposed SBTRC in advancing the program goals.

- The applicant will describe specific outreach needs of transportation-related small businesses in the applicant's region and how the SBTRC will address the identified needs.

#### **4. Approach and Strategy**

- Describe the applicant's plan of action/strategy for conducting the program in terms of the tasks to be performed.

- Describe the specific services or activities to be performed and how these services/activities will be implemented.

- Describe innovative and creative approaches to assist small businesses to become successful transportation contractors and increase their ability to access DOT contracting opportunities and financial assistance programs.

- Estimated direct costs, other than labor, to execute the proposed strategy.

#### **5. Linkages**

• Describe established relationships within the geographic region and demonstrate the ability to coordinate and establish effective networks with DOT grant recipients and local/regional technical assistance agencies.

- Describe the strategy to obtain support and collaboration on SBTRC activities from DOT grantees and recipients, transportation prime contractors and subcontractors, the SBA, U.S. Department of Commerce's Minority Business Development Centers (MBDCs), Service Corps of Retired Executives (SCORE), Procurement Technical Assistance Centers (PTACs), Small Business Development Centers (SBDCs), State DOTs, and State highway supportive services contractors.

- Describe the outreach strategy related to the identified needs that can be successfully carried out within the period of this agreement and a plan for involving the Planning Committee in the execution of that strategy.

#### **6. Organizational Capability**

- Describe recent and relevant past successful performance in addressing the needs of small businesses, particularly with respect to transportation-related small businesses.

- Describe internal technical, financial management, and administrative resources.

- Propose a plan for sufficient matching alternative financial resources to fund the general and administrative costs of the SBTRC.

#### **7. Staff Capability and Experience**

- List proposed key personnel, their salaries and proposed fringe benefit factors.

- Describe the education, qualifications and relevant experience of key personnel. Attach detailed resumes.

- Proposed staffing plan. Describe how personnel are to be organized for the program and how they will be used to accomplish program objectives. Outline staff responsibilities, accountability and a schedule for conducting program tasks.

#### **8. Cost Proposal**

- Outline the total proposed cost of establishing and administering the SBTRC in the applicant's geographical region for a 12 month period, inclusive of costs funded through alternative matching resources. Clearly identify the portion of the costs funded by OSDBU.

- Provide a brief narrative linking the cost proposal to the proposed strategy.

#### **9. Proof of Tax Exempt Status**

#### **10. Assurances Signature Form**

Complete the attached Standard Form 424B ASSURANCES-NON-CONSTRUCTION PROGRAMS.

#### **11. Certification Signature Forms**

Complete form DOTF2307-1 Drug-Free Workplace Act Certification and Form DOTF2308-1 Certification Regarding Lobbying for Contracts, Grants, Loans, and Cooperative Agreements.

#### *Signed Conflict of Interest Statements*

The statements must say that they, or members of their immediate families, do not have a personal, business or financial interest in any DOT-funded transportation projects, nor any relationships with local or state transportation agencies that may have the appearance of a conflict of interest.

#### **12. Standard Form 424**

Complete Standard Form 424 Application for Federal Assistance.

**Note:** All forms can be downloaded from U.S. Department of Transportation Web site at <http://www.dot.gov/gsearch/424%2Bform>.

Please be sure that all forms have been signed by an authorized official who can legally represent the organization.

Issued in Washington, DC, on June 28, 2013.

**Brandon Neal,**

*Director, Office of Small and Disadvantaged Business Utilization, Office of the Secretary, U.S. Department of Transportation.*

[FR Doc. 2013-16622 Filed 7-10-13; 8:45 am]

**BILLING CODE 4910-0X-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **Public Notice for Waiver of Aeronautical Land-Use Assurance**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent of waiver with respect to land; Bismarck Municipal Airport, Bismarck, North Dakota.

**SUMMARY:** The FAA is considering a proposal to change 4.78 acres of airport land from aeronautical use to non-aeronautical use and to authorize the sale of airport property located at Bismarck Municipal Airport, Bismarck, North Dakota. The property's location for Parcel A is a triangular parcel of 3.68 acres located west of the street intersection of Airway Avenue and Rifle Range Drive; and the Parcel B is a triangular parcel of 1.1 acres located north of the street intersection of Airway Avenue and Rifle Range Drive within the City of Bismarck, ND. The property's existing aeronautical use is grasslands located outside the approach and departure surfaces of Runway 21 at the Bismarck Municipal Airport, Bismarck, ND. Currently, ownership of the property provides for protection of FAR Part 77 surfaces and compatible land use which would continue to be protected with deed restrictions required in the transfer of land ownership. The proposed non-aeronautical use of the property will likely be zoned industrial however, the exact usage has not been determined. The property is no longer needed for aeronautical use.

**DATES:** Comments must be received on or before August 12, 2013.

**ADDRESSES:** Documents are available for review by appointment at the FAA Airports District Office, Mark J. Holzer, Program Manager, 2301 University Drive-Building 23B, Bismarck ND 58504-7595 Telephone: 701-323-7380/Fax: 701-323-7399 and Bismarck Municipal Airport, PO Box 991, Bismarck, ND 58502.

Written comments on the Sponsor's request must be delivered or mailed to: Mark J. Holzer, Program Manager, Federal Aviation Administration, Airports District Office, 2301 University Drive-Building 23B, Bismarck, ND 58504-7595, Telephone Number: 701-323-7380/FAX Number: 701-323-7399.

**FOR FURTHER INFORMATION CONTACT:**

Mark J. Holzer, Program Manager, Federal Aviation Administration, Airports District Office, 2301 University Drive-Building 23B, Bismarck, ND 58504-7595. Telephone Number: 701-323-7380/FAX Number: 701-323-7399.

**SUPPLEMENTARY INFORMATION:** In accordance with section 47107(h) of Title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that

requires the property to be used for an aeronautical purpose.

The property was acquired by the Bismarck Municipal Airport under Federal ADP grant 8-38-0003-04. The proposed non-aeronautical use of the property will likely be zoned industrial, however, the exact usage has not been determined until sold to a private party. The property is currently hayed. The release of the property and use of the property will be in conformity with local and state laws. The Bismarck Municipal Airport will receive Fair Market Value for the land.

Approval does not constitute a commitment by the FAA to financially assist in the disposal of the subject airport property nor a determination of eligibility for grant-in-aid funding from the FAA. The disposition of proceeds from the sale of the airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999 (64 FR 7696).

*Property Description:* within Section 12, Township 138 North, Range 80 West in Burleigh County of the State of North Dakota for; Tract A description as part of Lot Two (2), Block One (1), of Bismarck Airport Addition, Burleigh County, North Dakota, described as follows: beginning at the most northerly corner of Lot Two (2), Block One (1), of said Bismarck Airport Addition; thence South 00 degrees 34 minutes 26 seconds West, along the westerly boundary of said Lot Two (2), a distance of 810.8 feet; thence North 39 degrees 12 minutes 28 seconds East to the east boundary line of said Lot Two (2), a distance of 633.16 feet; thence North 50 degrees 46 minutes 12 seconds West, along the easterly boundary of said Lot 2 (2), a distance of 506.22 feet to the point of beginning. The above-described tract contains 3.68 acres, more or less.

Tract B description is Lot One (1) Block Twelve (12) of the Bismarck Airport Addition. The above-described tract contains 1.1 acres, more or less.

Issued in Bismarck Airports District Office, ND, on June 17, 2013.

**Laurie J. Suttmeier,**

*Manager, Bismarck Airports District Office  
FAA, Great Lakes Region.*

[FR Doc. 2013-16661 Filed 7-10-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for Waiver of Aeronautical Land-Use Assurance

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent of waiver with respect to land; Wittman Regional Airport, Oshkosh, Wisconsin.

**SUMMARY:** The FAA is considering a proposal to change approximately 0.242 acres of airport land consisting of two separate parcels from aeronautical use to non-aeronautical use, and to authorize the transfer of these airport properties located at Wittman Regional Airport, to the City of Oshkosh (City) in exchange for 4.764 acres owned by the City.

The two parcels of airport land which are currently primarily used as roadway right-of-way and ditches are proposed for non-aeronautical uses. These parcels are no longer needed for aeronautical use. Cul-de-sacs are proposed to be built on each property and the land swapped with the City of Oshkosh in exchange for 4.764 acres of land within two existing public road rights-of-way (portions of West Waukau Avenue and Knapp Street). The lands the airport will receive were vacated by the City of Oshkosh in May 2013 and access will be maintained to adjacent uses by private streets within fenced airport property. A portion of airport property for the proposed West Waukau Avenue cul-de-sac has a portable building used by the Winnebago Sheriff's Department during EAA AirVenture. The building will be shifted 140 feet north to remain on airport property.

**DATES:** Comments must be received on or before August 12, 2013.

**ADDRESSES:** Documents are available for review by appointment at the FAA Airports District Office, Gina Mitchell, Community Planner, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota, 55450, Telephone: (612) 253-4641/Fax: (612) 253-4611 and Peter Moll, Airport Director, 525 West 20th Avenue, Oshkosh, Wisconsin, 54902-6871, Telephone: (920) 236-4930.

Written comments on the Sponsor's request must be delivered or mailed to: Gina Mitchell, Community Planner, Federal Aviation Administration, Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, MN 55450, Telephone: (612) 253-4641/Fax: (612) 253-4611.

**FOR FURTHER INFORMATION CONTACT:** Gina Mitchell, Community Planner, Federal