

applicants that demonstrate in the application a capacity to recruit and train individuals and provide job placement assistance after graduation to persons in documented economically-distressed regions of the U.S.

Evaluation Factors

Below are evaluation factors that FMCSA will use to review applications for all FMCSA discretionary grants. Additional factors may be included in each NOFA. These factors are:

(1) Prior Performance (e.g., completion of identified programs and goals per the project plan submitted under previous grants awarded to the applicant), if applicable;

(2) Effective Use of Prior Grants (e.g., timely use of available funds in previous awards), if applicable;

(3) Safety and Cost Effectiveness (e.g., expected impact on safety relative to the investment of grant funds; where appropriate, cost per unit was calculated and compared with national averages to determine effectiveness; in other areas, proposed costs are compared with historical information to confirm reasonableness);

(4) Applicability to Announced Priorities; grant applications that specifically address these issues are given priority consideration;

(5) Ability of the applicant to support the strategies and activities in the proposal for the entire project period of performance;

(6) Use of innovative approaches in executing a project plan to address identified safety issues;

(7) Feasibility of overall program coordination and implementation based upon the project plan; and

(8) Other objective and performance-based criteria that FMCSA deems appropriate, such as consistency with national priorities, overall program balance, and geographic diversity.

Application Due Dates

For the following grant programs, FMCSA will consider funding complete applications or plans submitted by the following dates (any changes to these dates will be indicated in the *Grants.Gov* NOFA):

MCSAP Basic and Incentive Grants—August 1, 2013.

Border Enforcement Grants—August 12, 2013.

New Entrant Safety Audit Grants—August 26, 2013.

MCSAP High Priority Grants—September 9, 2013.

CDLPI Grants—January 13, 2014.

CVISN Grants—January 13, 2014.

SaDIP Grants—January 21, 2014.

PRISM Grants—January 27, 2014.

CMV Operator Safety Training Grants—February 3, 2014.

Applications submitted after due dates may be considered on a case-by-case basis and are subject to availability of funds.

Issued under the authority delegated in 49 CFR 1.87 on June 14, 2013.

William A. Quade,

Associate Administrator for Enforcement.

[FR Doc. 2013-14896 Filed 6-20-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2013-0059]

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System

In accordance with Part 235 of Title 49 Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that by a document dated April 12, 2013, the Long Island Rail Road (LIRR) has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of a signal system. FRA assigned the petition Docket Number FRA-2013-0059.

Applicant: Long Island Rail Road, Mr. Kevin Tomlinson, Chief Engineer, Jamaica Station, Jamaica, New York 11435.

LIRR seeks approval of the proposed modification of the railroad signal interlocking systems at DB & Cabin M drawbridges on the Montauk Branch in Long Island City, NY. The DB and Cabin M drawbridges are on the JCC Operating Division, with DB being on the C Secondary Track, near Dutch Kills Bridge Station, and Cabin M being on the Montauk Cutoff Secondary Track, near Bliss Station.

The modification includes the removal of all associated locking devices from the interlocking signal circuitry due to the installation of straight rail over both drawbridges, which permanently rendered the drawbridges fixed in place and no longer operable.

The reason for the proposed modifications is that the DB and Cabin M drawbridges were straight railed in September 2009, after the waterway had stopped being used. Both drawbridges had deteriorated, and funding for repair or replacement could not be secured. The remaining locking devices, including rail locks, wedges, and rail lifts, are no longer necessary due to the

replacement of the mitered rail with straight rails, fixating the drawbridges in place. The drawbridges remain protected by track circuits interlocked with eastward and westward signals.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the U.S. Department of Transportation's (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Web site:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202-493-2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue SE., Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by August 5, 2013 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). See <http://www.regulations.gov/#!privacyNotice> for the privacy notice of regulations.gov or interested parties may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477).

Issued in Washington, DC, on June 17, 2013.

Robert C. Lauby,

Deputy Associate Administrator for Regulatory and Legislative Operations.

[FR Doc. 2013-14898 Filed 6-20-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2013-0061]

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that by a document dated May 29, 2013, the Commuter Rail Division of the Regional Transportation Authority (Metra) and its operating company, the Northeast Illinois Regional Commuter Railroad Corporation, have petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR Part 236, Rules, Standards, and Instructions Governing the Installation, Inspection, Maintenance, and Repair of Signal and Train Control Systems, Devices, and Appliances. FRA assigned the petition Docket Number FRA-2013-0061.

Metra seeks a waiver from the requirements of 49 CFR 236.566, *Locomotive of each train operating in train stop, train control or cab signal territory; equipped*. Specifically, Metra seeks FRA's approval to operate non-equipped Metra switch engines over Metra's Rock Island District (RID) in cab signal territory. The RID automatic cab signal territory begins at Joliet, IL, Milepost (MP) 40.2, and ends at Blue Island, IL, MP 14.5.

Metra seeks this waiver for two reasons: (1) Because its switch engines are not equipped with cab signals and (2) because of the occasional use of mainline trackage, there is no economic justification for the installation of such cab signals. Metra's justification for the request is that the movement without cab signals can be made safely when the following proposed procedure is followed:

1. The train dispatcher or control operator is advised that the equipment is non-cab signal-equipped switch engines prior to entering main track.
2. The maximum authorized speed is 30 mph for non-cab signal-equipped switch engines.
3. An absolute block must be established in advance of the movement.

4. The equipment does not operate during the hours of peak commuter train service.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the U.S. Department of Transportation's (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- **Web site:** <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Fax:** 202-493-2251.
- **Mail:** Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590.
- **Hand Delivery:** 1200 New Jersey Avenue SE., Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by August 5, 2013 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). See <http://www.regulations.gov/#/privacyNotice> for the privacy notice of regulations.gov or interested parties may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477).

Issued in Washington, DC, on June 17, 2013.

Robert C. Lauby,

Deputy Associate Administrator for Regulatory and Legislative Operations.

[FR Doc. 2013-14891 Filed 6-20-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2013-0014]

Petition for a Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that Bombardier Transportation North America (BTNA) has petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR Part 242, Qualification and Certification of Conductors, at two of its maintenance operations. BTNA's first operation serves the Southern California Regional Rail Authority with locations in Los Angeles, Lancaster, and San Bernardino, CA. BTNA's second operation serves the South Florida Regional Transportation Authority in Miami, FL. BTNA services and maintains the commuter train equipment for these commuter rail lines, and Transportation Certification Services, Inc. administers BTNA's operating crew certification programs. FRA assigned the petition Docket Number FRA-2013-0014.

The conductor certification regulations provide that every train or yard crew, as defined in 49 CFR 218.5, Definitions, are required to have a certified conductor as a member of the crew and, in the case of a single person train or yard crew, the regulation provides that the employee must be dual-certified as a locomotive engineer and a conductor.

In its petition, BTNA states that virtually all of the employees responsible for equipment movements at the above-referenced facilities are certified locomotive engineers pursuant to 49 CFR Part 240, Qualification and Certification of Locomotive Engineers. In addition to the locomotive engineer training, the employees receive additional training to cover ground-switching duties. BTNA states that the additional training required under 49 CFR Part 242 would not increase the level of safety at these facilities and would create a cost burden for it.

In its petition, BTNA also notes that 49 CFR 242.123, Monitoring operational