

before a driver may take the CDL skills test. In addition, the 2000 TCA proposal included extensive training requirements. The DRIVE-Safe Act contemplates an extensive apprenticeship program under the supervision of an experienced co-driver.

1. What is the minimum driving experience that should be required for a driver to be admitted to a pilot?

a. Should there be a requirement for experience driving non-commercial vehicles (*e.g.*, to hold a regular driver's license for some minimum period of time)?

b. Should there be a requirement for experience driving a CMV in intrastate commerce for some minimum period of time? If so, what should that period be and how should it be measured (*e.g.*, time with a CDL, hours driven, vehicle miles traveled) and why?

c. Is there a minimum amount of time a younger driver should be required to hold a CLP or CDL? If so, how long and why? Are there driver training topics that should be required for younger drivers beyond those covered in the ELDT final rule? If so, what are they and why?

2. What kind of supervision, and how much, should be required for drivers under 21 in a pilot?

3. Should there be any specific training/qualification requirements for mentors, supervisors or co-drivers? If so, what type of training or qualifications?

4. Should FMCSA require that participating motor carriers establish a formal apprenticeship program according to Department of Labor Standards? If so, why?

Operational Requirements

The TCA proposal and the DRIVE-Safe Act both proposed operational limitations for 18–20-year-old drivers beyond what is currently required under Federal regulations. In addition, graduated driver license programs that begin with operational restrictions (*e.g.*, may not drive between midnight and 5:00 a.m.) have been shown to be effective for new drivers. With this in mind:

1. Should there be time or distance restrictions on younger drivers? If so, what should these be and why?

2. Should younger drivers have more limited hours of service, such as a maximum of 8 hours of driving each day? If so, what limits should be applied and why?

3. Should younger drivers be prohibited from transporting hazardous materials, passengers, and/or operating tank vehicles or oversize/overweight vehicles? Should there be other restrictions?

Requirements for participation?

In the Under 21 Military Pilot Program, FMCSA laid out specific requirements that participating motor carriers and drivers must continue to satisfy.

1. What safety standards should participating motor carriers have to meet? Are the requirements from the Under 21 Military Pilot Program appropriate?

2. What safety standards should participating drivers have to meet? Are the requirements from the Under 21 Military Pilot program appropriate?

3. What action(s) should the Agency consider taking if drivers in this pilot program are convicted of violations while operating in interstate commerce?

4. At what point should FMCSA remove a driver or motor carrier from a pilot program?

Technology Requirements

The DRIVE-Safe Act would require younger drivers to operate vehicles that are equipped with collision avoidance systems, front-facing video recorders, and speed limiters set to 65 mph.

1. Should FMCSA include requirements for safety equipment or on-board recording systems in a pilot program for younger CMV drivers? If so, what equipment and why?

2. Are the technologies proposed in the DRIVE-Safe Act appropriate?

3. Should FMCSA include other technologies? If so, what technologies are appropriate?

Insurance

1. Will insurance companies be willing to cover younger drivers operating CMVs in interstate commerce?

2. What is the surcharge for insuring a younger driver?

3. Will motor carriers be able to afford the insurance coverage for these younger drivers?

Research and Data

1. What type of data could be provided to the Agency to evaluate the safety performance of drivers under 21 who operate in intrastate commerce, *e.g.*, State-managed safety performance data?

2. Are traffic violations, crashes, and inspection violations adequate to allow a comparison of safety records? If not, what other safety performance measures should be used?

3. What research should the Agency consider to assess the safety impacts of younger interstate CMV drivers?

Issued on: May 9, 2019.

Raymond P. Martinez,
Administrator.

[FR Doc. 2019–09944 Filed 5–14–19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2019–0039]

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

Under part 235 of Title 49 of the Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that by a document dated May 1, 2019, the Belt Railway Company of Chicago (BRC) petitioned the Federal Railroad Administration (FRA) seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA–2019–0039.

Applicant: The Belt Railway Company of Chicago, Mr. Harold T. Kirman, Director Strategic Planning & Compliance, 6900 South Central Avenue, Bedford Park, IL 60638–6397.

Specifically, BRC requests permission to permanently remove signal components within the interlocking at Rock Island Junction, Chicago, IL, located on BRC's Kenton Line at milepost 21.4. This location is a direct connection between BRC and the Canadian National Railway's (CN) Lakefront Subdivision, as referenced in CN's February 5, 2019, petition in Docket Number FRA–2019–0010. BRC notes that if FRA approves CN's petition, rail access to this location will no longer be possible, rendering these BRC signal components no longer usable at this location. The proposed change is to discontinue switch 9 and signal 2LD governing movement to the no longer used connection with CN.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at <http://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 parties desire an opportunity for oral comment and a public hearing, 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:

- *Website:* <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 July 1, 2019 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can 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.). In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>. See also <http://www.regulations.gov/#!privacyNotice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

Acting Associate Administrator for Railroad Safety.

[FR Doc. 2019-09959 Filed 5-14-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2019-0038]

Petition for Waiver of Compliance

Under part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice

that by a document dated April 9, 2019, the Port Authority Trans Hudson Corporation (PATH) 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 240, subpart B, *Component Elements of the Certification Process*, and subpart D, *Administration of the Certification Programs*. FRA assigned the petition Docket Number FRA-2019-0038.

Specifically, PATH requests relief from the requirement of performing one unannounced test each calendar year for each locomotive engineer as required by 49 CFR 240.129(e)(1) and 49 CFR 240.303(a), (c). PATH explains that with the implementation of Positive Train Control (PTC) on its system, it is impossible for an engineer to fail any of the allowable unannounced tests because PTC will automatically perform the desired function with or without intervention from the engineer.

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 parties desire an opportunity for oral comment and a public hearing, 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:

- *Website:* <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.
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Communications received by July 1, 2019 will be considered by FRA before

final action is taken. Comments received after that date will be considered if practicable.

Anyone can 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.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacyNotice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

Deputy Associate Administrator for Railroad Safety.

[FR Doc. 2019-09958 Filed 5-14-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Fiscal Year 2019 Competitive Funding Opportunity; Grants for Buses and Bus Facilities Program

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Funding Opportunity (NOFO).

SUMMARY: The Federal Transit Administration (FTA) announces the opportunity to apply for approximately \$423.35 million in fiscal year (FY) 2019 funds under the Grants for Buses and Bus Facilities Program (CFDA#20.526). As required by federal public transportation law and subject to funding availability, funds will be awarded competitively to assist in the financing of capital projects to replace, rehabilitate, purchase or lease buses and related equipment, and to rehabilitate, purchase, construct or lease bus-related facilities. Projects may include costs incidental to the acquisition of buses or to the construction of facilities, such as the costs of related workforce development and training activities, and project administration expenses. FTA may award additional funds if they are made available to the program prior to the announcement of project selections.

DATES: Complete proposals must be submitted electronically through the