

exemption from the epilepsy and seizure disorders prohibition in the FMCSRs for interstate CMV drivers.

This driver was included in docket number FMCSA–2015–0323. The exemption is applicable as of December 16, 2024, and will expire on December 16, 2026.

V. Terms and Conditions

The exemptions are extended subject to the following conditions: each driver must (1) remain seizure-free, maintain a stable treatment, and report to FMCSA within 24 hours if they experience a seizure during the 2-year exemption period; (2) submit to FMCSA annual reports from their treating physicians attesting to the stability of treatment and that the driver has remained seizure-free; (3) undergo an annual medical examination by a certified medical examiner, as defined by § 390.5T; (4) provide a copy of the annual medical certification to the employer for retention in the driver's qualification file, or keep a copy of their driver's qualification file if they are self-employed; (5) report to FMCSA the date, time, and location of any crashes, as defined in § 390.5T, within 7 days of the crash; (6) report to FMCSA any citations and convictions for disqualifying offenses under 49 CFR parts 383 and 391 to FMCSA within 7 days of the citation and conviction; and (7) submit to FMCSA annual certified driving records from their SDLA. The driver must also have a copy of the exemption when driving, for presentation to a duly authorized Federal, State, or local enforcement official. In addition, the driver must meet all the applicable commercial driver's license testing requirements. Each exemption will be valid for 2 years unless rescinded earlier by FMCSA. The exemption will be rescinded if: (1) the person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315(b).

VI. Preemption

During the period the exemption is in effect, no State shall enforce any law or regulation that conflicts with this exemption with respect to a person operating under the exemption.

VII. Conclusion

Based on its evaluation of the eight exemption applications, FMCSA renews the exemptions of the aforementioned drivers from the epilepsy and seizure

disorders prohibition in § 391.41(b)(8). In accordance with 49 U.S.C. 31136(e) and 31315(b), each exemption will be valid for 2 years unless revoked earlier by FMCSA.

Larry W. Minor,

Associate Administrator for Policy.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2010–0029]

The National Railroad Passenger Corporation's Request To Amend Its Positive Train Control Safety Plan and Positive Train Control System

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of availability and request for comments.

SUMMARY: This document provides the public with notice that, on November 21, 2024, the National Railroad Passenger Corporation (Amtrak) submitted a request for amendment (RFA) to its FRA-approved Positive Train Control Safety Plan (PTCSP) to provide supplemental information to its initial RFA, submitted October 16, 2024, which requested FRA's approval for an increase to the system maximum operational speed from 150 miles per hour (MPH) to 160 MPH. As this RFA may involve a request for FRA's approval of proposed material modifications to an FRA-certified positive train control (PTC) system, FRA is publishing this notice and inviting public comment on Amtrak's RFA to its PTCSP.

DATES: FRA will consider comments received by December 23, 2024. FRA may consider comments received after that date to the extent practicable and without delaying implementation of valuable or necessary modifications to a PTC system.

ADDRESSES:

Comments: Comments may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and the applicable docket number. The relevant PTC docket number for this host railroad is Docket No. FRA–2010–0029. For convenience, all active PTC dockets are hyperlinked on FRA's website at [\[development/program-areas/train-control/ptc/railroads-ptc-dockets\]\(https://www.regulations.gov\). All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information.](https://railroads.dot.gov/research-</p>
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FOR FURTHER INFORMATION CONTACT: Gabe Neal, Staff Director, Signal, Train Control, and Crossings Division, telephone: 816–516–7168, email: Gabe.Neal@dot.gov.

SUPPLEMENTARY INFORMATION: In general, title 49 United States Code (U.S.C.) section 20157(h) requires FRA to certify that a host railroad's PTC system complies with title 49 Code of Federal Regulations (CFR) part 236, subpart I, before the technology may be operated in revenue service. Before making certain changes to an FRA-certified PTC system or the associated FRA-approved PTCSP, a host railroad must submit, and obtain FRA's approval of, an RFA to its PTCSP under 49 CFR 236.1021.

Under 49 CFR 236.1021(e), FRA's regulations provide that FRA will publish a notice in the **Federal Register** and invite public comment in accordance with 49 CFR part 211, if an RFA includes a request for approval of a material modification of a signal or train control system. Accordingly, this notice informs the public that, on November 21, 2024, Amtrak submitted an RFA to its PTCSP for its Advanced Civil Speed Enforcement System II (ACSES II), which seeks FRA's approval for an increase to the system maximum operational speed from 150 MPH to 160 MPH. That RFA is available in Docket No. FRA–2010–0029.

Interested parties are invited to comment on Amtrak's RFA to its PTCSP by submitting written comments or data. During FRA's review of Amtrak's RFA, FRA will consider any comments or data submitted within the timeline specified in this notice and to the extent practicable, without delaying implementation of valuable or necessary modifications to a PTC system. *See* 49 CFR 236.1021; *see also* 49 CFR 236.1011(e). Under 49 CFR 236.1021, FRA maintains the authority to approve, approve with conditions, or deny a railroad's RFA to its PTCSP at FRA's sole discretion.

Privacy Act Notice

In accordance with 49 CFR 211.3, FRA solicits comments from the public to better inform its decisions. DOT posts these comments, without edit, including any personal information the commenter provides, to <https://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 <https://www.regulations.gov/privacy-notice> for the privacy notice of [regulations.gov](https://www.regulations.gov). To facilitate comment tracking, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. If you wish to provide comments containing proprietary or confidential information, please contact FRA for alternate submission instructions.

Issued in Washington, DC.

Carolyn R. Hayward-Williams,

Director, Office of Railroad Systems and Technology.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Fiscal Year 2024 Competitive Funding Opportunity: Technology Transfer (T2) Program

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of funding opportunity (NOFO).

SUMMARY: The Federal Transit Administration (FTA) announces the opportunity to apply for a total of \$5,000,000 from Fiscal Years (FY) 2022, 2023, and 2024 in Public Transportation Innovation Program funds for a competitive cooperative agreement to develop and manage a new FTA Technology Transfer (T2) Program.

DATES: Complete applications must be submitted electronically through the [grants.gov](https://www.grants.gov) "APPLY" function by 11:59 p.m. eastern time on February 11, 2025.

Prospective applicants should initiate the process by registering on the [grants.gov](https://www.grants.gov) website promptly to ensure completion of the application process before the submission deadline. Instructions for applying can be found on FTA's website at <https://www.transit.dot.gov/howtoapply> and in the "FIND" module of [grants.gov](https://www.grants.gov). The funding opportunity ID is FTA-2025-002-TRI. Mail, fax, and email submissions will not be accepted.

FOR FURTHER INFORMATION CONTACT: Shapell Randolph, FTA Office of Research, Demonstration, and Innovation, phone: 202-366-1086, or email shapell.randolph@dot.gov. In addition, up to the application deadline, the U.S. Department of Transportation (Department) will post answers to common questions and requests for clarifications on the Department's website at <https://www.transit.dot.gov/grant-programs/technology-transfer-t2-program>.

SUMMARY OVERVIEW OF KEY INFORMATION—FTA TECHNOLOGY TRANSFER (T2) PROGRAM COMPETITIVE FUNDING OPPORTUNITY

Issuing Agency	Federal Transit Administration, U.S. Department of Transportation.
Program Overview	To establish a Technology Transfer (T2) Program under 49 U.S.C. 5312(e)(2) to promote the early deployment and demonstration of innovation in public transportation that has broad applicability to public transportation.
Eligible Applicants	Departments, agencies, and instrumentalities of the Government, including Federal laboratories; State and local governmental entities; providers of public transportation; private or non-profit organizations; institutions of higher education; and technical and community colleges.
Eligible Project	Activities may include: All activities that promote the early deployment and demonstration of innovative research, advance promising technologies, practices and strategies including, but not limited to planning, acquiring essential services, and program implementation. Activities that seek to commercialize technologies developed through FTA funding.
Funding Amount	\$5,000,000. Additional funds made available prior to project selection may be allocated to eligible projects.
Deadline	February 11, 2025 at 11:59 p.m. eastern time.
Cost share	The maximum Federal share of project costs under this program is 100 percent.

SUPPLEMENTARY INFORMATION:

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A. Program Description

Background

The Federal Transit Administration (FTA) Public Transportation Innovation Program (49 U.S.C. 5312) funds research, development, demonstration, and deployment projects, and evaluation of research and technology of national significance to public transportation that will improve public transportation. On average, on a yearly

basis, FTA manages a research investment portfolio of over \$200 million in active projects. When these projects identify and finalize useful, promising solutions and practices, it is essential that FTA has a way to quickly facilitate the deployment of these findings to transit agencies for their use.

This notice (Federal Assistance Listing: 20.531) announces a new Technology Transfer (T2) Program under 49 U.S.C. 5312(e)(2) to promote the early deployment and demonstration of innovation in public transportation that has broad applicability to public transportation. The T2 program will seek to build on successful research, innovation, and development efforts to facilitate the deployment of research and technology development resulting from federally funded efforts and the implementation of research and technology development

to advance the interests of public transportation. A quarterly planning process between the FTA Research Office and the recipient of this award will facilitate the selection of which programs and projects to deploy. T2 will also support ensuring that FTA's Innovative Research activities meet Executive Order 14104, Federal Research and Development in Support of Domestic Manufacturing and United States Jobs (88 FR 51203). This Executive Order calls for the enhancement of U.S. manufacturing while encouraging technology transfer and commercialization and allowing small businesses and nonprofit organizations to retain ownership of and commercialize their federally funded products or inventions. As appropriate, T2 will also provide an opportunity for recipients of FTA innovative research funding to not only broadly share their