

December 18, 2013 from 1 p.m. to 5 p.m., e.t.

ADDRESSES: The National Academies' Transportation Research Board Committee for Review of the DOT Truck Size and Weight Limits Study—Public Meeting will be held at the Keck Center of the National Academies, 500 Fifth Street NW., Washington, DC, Room 101. The DOT Comprehensive Truck Size and Weight Limits Study—Second Public Outreach Session will be held as a Webinar. Additional Webinar details and registration information will be sent to individuals who have registered on the Comprehensive Truck Size and Weight Limits Study email list and will also be posted on FHWA's Truck Size and Weight Web site.

FOR FURTHER INFORMATION CONTACT:

Email CTSWStudy@dot.gov, or contact Mr. Thomas Kearney at: (518) 431-8890, Tom.Kearney@dot.gov; Edward Strocko, (202) 366-2997, ed.strocko@dot.gov; Office of Freight Management and Operations, Federal Highway Administration, Department of Transportation, 1200 New Jersey Ave. SE., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Background

The MAP-21 (Pub. L. 112-141) requires DOT to conduct a Comprehensive Truck Size and Weight Limits Study (MAP-21 § 32801) addressing differences in safety risks, infrastructure impacts, and the effect on levels of enforcement between trucks operating at or within Federal truck size and weight (TSW) limits and trucks legally operating in excess of Federal limits; comparing and contrasting the potential safety and infrastructure impacts of alternative configurations (including configurations that exceed current Federal TSW limits) to the current Federal TSW law and regulations; and, estimating the effects of freight diversion due to these alternative configurations.

The FHWA has requested a National Research Council (NRC) committee to be convened by TRB to provide a peer review of the Comprehensive Truck Size and Weight Limits Study. This will include two separate peer reviews. The first peer review will assess the Desk Scan Reports based on their thoroughness in reviewing the existing literature, analysis of existing models and data for conducting the comprehensive study, and an overall synthesis of the preceding body of work. The second peer review will be on the extent to which the technical analysis and findings address the issues

identified by Congress in Section 32801 of MAP-21.

Public Meetings

On December 5, 2013 from 10:30 a.m. to 6:00 p.m., e.t., the Transportation Research Board Committee for Review of the DOT Truck Size and Weight Limits Study will hold a public meeting at the Keck Center of the National Academies, 500 Fifth Street NW., Washington, DC, Room 101. The program will include presentations from DOT on the Desk Scans produced by the DOT MAP-21 Comprehensive Truck Size and Weight Limits Study. The Transportation Research Board will post the meeting agenda at: <http://www8.nationalacademies.org/cp/projectview.aspx?key=49568>.

On December 18, 2013 from 1:00 p.m. to 5:00 p.m., e.t., DOT will hold the second public outreach session to provide an update on the MAP-21 Comprehensive Truck Size and Weight Limits Study progress. This session will be held as a Webinar and will include a review of draft Desk Scans, project plans, selected truck configurations, and an updated project schedule. This Webinar will be recorded. Prior to the Webinar, DOT will post documents at: <http://www.ops.fhwa.dot.gov/freight/sw/map21tswstudy/index.htm>. The DOT will accept comments on these materials through January 3, 2014. Additional Webinar details and registration information will be sent to individuals who have registered on the Comprehensive Truck Size and Weight Limits Study email list and posted on FHWA's Truck Size and Weight Web site.

The DOT invites participation in these meetings by all those interested in the MAP-21 Comprehensive Truck Size and Weight Limits Study.

Issued on: November 22, 2013.

Jeffrey A. Lindley,

Associate Administrator for Operations.

[FR Doc. 2013-28582 Filed 11-27-13; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Sunshine Act Meeting; Unified Carrier Registration Plan Board of Directors

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of Unified Carrier Registration Plan Board of Directors Meeting.

TIME AND DATE: The meeting will be held on December 5, 2013, from 12:00 Noon to 3:00 p.m., Eastern Standard Time.

PLACE: This meeting will be open to the public via conference call. Any interested person may call 1-877-820-7831, passcode, 908048 to listen and participate in this meeting.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED: The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

FOR FURTHER INFORMATION CONTACT: Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827-4565.

Issued on: November 22, 2013.

Larry W. Minor,

Associate Administrator, Office of Policy, Federal Motor Carrier Safety Administration.

[FR Doc. 2013-28797 Filed 11-26-13; 4:15 pm]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2011-0026]

Notification of Application for Approval of a Railroad Safety Program Plan

In accordance with part 236 of Title 49 Code of Federal Regulations and 49 U.S.C. 20502(a), this document provides the public notice that by a letter dated October 15, 2013, the Long Island Rail Road petitioned the Federal Railroad Administration (FRA) for approval of a Railroad Safety Program Plan (RSPP) revision dated September 18, 2013. FRA assigned the petition Docket Number FRA-2011-0026.

The petition, the RSPP, and any related documents have been placed in Docket Number FRA-2011-0026 and are available for public inspection. FRA is not accepting comments on the RSPP revision.

A copy of the petition, as well as any written communications concerning the petition, is available for review and download 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.

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).

Robert C. Lauby,

*Associate Administrator for Railroad Safety,
Chief Safety Officer.*

[FR Doc. 2013-28690 Filed 11-27-13; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2013-0114]

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 and 49 U.S.C. 20502(a), this document provides the public notice that by a document dated September 26, 2013, Norfolk Southern Corporation (NS) and Bay Coast Railroad (BCR) jointly petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of a signal system. FRA assigned the petition Docket Number FRA-2013-0114.

Applicant: Norfolk Southern Corporation, Mr. Brian L. Sykes, Chief Engineer C&S Engineering, 1200 Peachtree Street NE., Atlanta, GA 30309. Bay Coast Railroad, Mr. Larry Lemond, Vice President Operations, 202 Mason Avenue, Cape Charles, VA 23310.

NS and BCR seek approval of the proposed modification of the Coleman Place Interlocking, Milepost (MP) A1.4, Sewells Point Branch, Virginia Division, Norfolk, VA. The Coleman Place Interlocking will be redesigned and renewed with electronic control equipment and new signals arranged to the existing track configuration. Due to previous removal of the diamond crossing at the interlocking, the westbound home signal and the start of traffic control territory will move west approximately 1,000 feet. The existing No. 2 power-crossover switch will be converted to hand operation.

The reason given for the proposed changes is that the need for the power-crossover switch no longer exists with the removal of the diamond crossing.

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 January 13, 2014 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).

Robert C. Lauby,

*Associate Administrator for Railroad Safety,
Chief Safety Officer.*

[FR Doc. 2013-28688 Filed 11-27-13; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2013-0111]

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 October 4, 2013, CSX Transportation (CSX) petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of a signal system. FRA assigned the petition Docket Number FRA-2013-0111.

Applicant: CSX Transportation, Mr. David B. Olson, Chief Engineer Communications and Signals, 500 Water Street, Speed Code J-350, Jacksonville, FL 32202.

CSX seeks approval of the proposed discontinuance of the traffic control system (TCS) on main tracks between Control Point (CP) Beck, Milepost (MP) CH-27.0 and CP Seymour, MP CH-148.17, on the Chicago Division, Plymouth Subdivision, Plymouth, MI. A total of 51 controlled signals and 58 automatic signals will be removed, with 11 power-operated switches converted to hand operation. Approach signals will be installed at MPs CH-29.0, CH-53.8, CH-50.9, CH-86.5, CH-83.6, and CH-147.4. CSX Rule 261 will be replaced and operation will be under Form D Control System and track warrant control rules. There are two locations that will remain as TCS, with signals and power-operated switches remaining in operation. Those locations are at Ann Pere, MP CH-52.87, at a grade crossing with the Great Lakes Central Railroad, and W.E. Trowbridge, MP CH-84.9, at a grade crossing with the Grand Trunk Western Railroad. These locations will continue to be operated under CSX Rule CPS-261.

The reason given for the proposed changes is that CPS Rule 261 is no longer needed for present-day operations.

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