JetBlue to engage in foreign scheduled air transportation of persons, property and mail between Fort Lauderdale, Florida and Bogota, Colombia, utilizing 7 frequencies per week commencing on or about January 15, 2012.

Renee V. Wright,
Program Manager, Docket Operations,
Federal Register Liaison.
[FR Doc. 2011–28496 Filed 11–2–11; 8:45 am]
BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (Formerly Subpart Q) During the Week Ending September 10, 2011

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation’s Procedural Regulations (See 14 CFR 301.201 et seq.). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: September 30, 2011.
Description: Application of Sun Air Express, LLC d/b/a Sun Air International requesting authority to operate scheduled passenger service as a commuter air carrier.
Due Date for Answers, Conforming Applications, or Motion to Modify Scope: September 30, 2011.
Description: Application of Air Atlanta Icelandic (“AAI”) requesting the Department amend its foreign air carrier permit so that AAI can exercise new rights recently made available to Icelandic air carriers pursuant to the Air Transport Agreement between the United States of America and the European Union and its Member States and Iceland and Norway. AAI also requests an exemption to the extent necessary to enable it to provide the services covered by this application while AAI’s request for an amended foreign air carrier permit is pending.

Renee V. Wright,
Program Manager, Docket Operations,
Federal Register Liaison.
[FR Doc. 2011–28496 Filed 11–2–11; 8:45 am]
BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (Formerly Subpart Q) During the Week Ending September 10, 2011

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation’s Procedural Regulations (See 14 CFR 301.201 et seq.). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: November 2, 2011.
Description: Application of Laser Airlines, C.A. (“Laser”) requesting an exemption and a foreign air carrier permit authorizing Laser to provide: (i) Scheduled foreign air transportation of persons, property and mail between Caracas, Venezuela (“CCS”), on the one hand, and Fort Lauderdale, Florida (“FLL”), on the other hand; and (ii) charter foreign air transportation of persons, property and mail between Maiquetia (“MIQ”), Valencia (“VLN”) and Margarita Island (“PMV”), Venezuela, on the one hand, and FLL, on the other hand, and other charter flights.

Renee V. Wright,
Program Manager, Docket Operations,
Federal Register Liaison.
[FR Doc. 2011–28491 Filed 11–2–11; 8:45 am]
BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Aviation Proceedings, Agreements Filed the Week Ending September 10, 2011

The following Agreements were filed with the Department of Transportation under the Sections 412 and 414 of the Federal Aviation Act, as amended (49 U.S.C. 1382 and 1384) and procedures governing proceedings to enforce these provisions. Answers may be filed within 21 days after the filing of the application.

Due Date: September 6, 2011.
Parties: Members of the International Air Transport Association.
Subject: PTC COMP Mail Vote 690 Resolution 024d Currency Names, Codes, Rounding Units and Acceptability of Currencies—Kyrgyzstan (Memo PTC COMP 1647). Intended Effective Date: 1 November 2011.

Renee V. Wright,
Program Manager, Docket Operations,
Federal Register Liaison.
[FR Doc. 2011–28484 Filed 11–2–11; 8:45 am]
BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Letters of Interest for Credit Assistance Under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

AGENCY: Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), Federal Transit Administration (FTA), Maritime Administration (MARAD), Office of the Secretary of Transportation (OST), U.S. Department of Transportation (DOT).

ACTION: Notice of funding availability.

SUMMARY: The DOT’s TIFIA Joint Program Office (JPO) announces the availability of a limited amount of funding in Fiscal Year (FY) 2012 to provide credit assistance. Under TIFIA, the DOT provides secured (direct) loans, lines of credit, and loan guarantees to public and private applicants for eligible surface transportation projects of regional or national significance. Projects must meet statutorily specified criteria to be selected for credit assistance.

Because demand for the TIFIA program exceeds budgetary resources, the DOT is utilizing periodic fixed-date solicitations. This notice outlines the
process that project sponsors must follow to compete to secure an invitation for Federal credit assistance for Federal FY 2012.

DATES: For consideration in the FY 2012 funding cycle, Letters of Interest must be submitted by 4:30 p.m. EST on December 30, 2011, using the revised form on the TIFIA Web site: http://www.fhwa.dot.gov/ipd/tifia/guidance_applications/index.htm.

Program sponsors that have previously submitted Letters of Interest for a prior fiscal year’s funding must resubmit them to be considered for funding in FY 2012, as outlined below.

ADDRESSES: Submit all Letters of Interest to the attention of Mr. Duane Callender via email at: TIFIACredit@dot.gov. Submitters should receive a confirmation email, but are advised to request a return receipt to confirm transmission. Only Letters of Interest received via email, as provided above, shall be deemed properly filed.

FOR FURTHER INFORMATION CONTACT: For further information regarding this notice please contact Duane Callender via email at TIFIACredit@dot.gov or via telephone at (202) 366–9644. A TDD is available at (202) 366–7687. Substantial information, including the TIFIA Program Guide and application materials, can be obtained from the TIFIA Web site: http://www.fhwa.dot.gov/ipd/tifia/.

SUPPLEMENTARY INFORMATION:

Table of Contents
I. Background
II. Program Funding
III. Eligible Projects
IV. Types of Credit Assistance
V. Estimated Project Cost Threshold Requirements
VI. Letters of Interest and Applications
VII. Selection Criteria

I. Background

The Transportation Equity Act for the 21st Century (TEA–21), Public Law 105–178, 112 Stat. 241, as amended by sections 1601–02 of Pub. L. 109–59, established the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA), authorizing the U.S. Department of Transportation (DOT) to provide credit assistance in the form of secured (direct) loans, lines of credit, and loan guarantees to public and private applicants for eligible surface transportation projects. The TIFIA regulations (49 CFR part 80) provide specific guidance on the program requirements. On January 5, 2001, at 65 FR 2827, the Secretary of Transportation (Secretary) delegated to the Administrator of the Federal Highway Administration (FHWA) the authority to act as the Executive Agent for the TIFIA program (49 CFR 1.48(b)(6)). The TIFIA JPO, a component of the FHWA Office of Innovative Program Delivery, has responsibility for coordinating program implementation.

II. Program Funding

In 2005, Congress enacted the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) (Pub. L. 109–59, 119 Stat. 1144), which made a number of amendments to TIFIA including lowering the estimated project cost thresholds and expanding eligibility for TIFIA credit assistance. SAFETEA–LU authorized $122 million annually from the Highway Trust Fund (HTF) for Fiscal Years (FY) 2005 to 2009 in TIFIA budget authority to pay the subsidy cost of credit assistance. As of the publication date of this notice, extensions of the surface transportation reauthorization act have been enacted continuing highway programs that were authorized through FY 2009, and the expectation is that Congress will reauthorize an equivalent amount of budget authority for the TIFIA program in FY 2012. Any budget authority not obligated in the fiscal year for which it is authorized remains available for obligation in subsequent years. The TIFIA budget authority is subject to an annual obligation limitation that may be established in appropriations law. Like all funds subject to the annual Federal-aid obligation ceiling, the amount of TIFIA budget authority available in a given year may be less than the amount authorized for that fiscal year.

After reductions for administrative expenses and application of the annual obligation limitation, TIFIA has approximately $110 million available annually to provide credit subsidy support to projects. Although dependent on the individual risk profile of each loan, collectively, this budget authority could support approximately $1.1 billion in annual lending capacity.

III. Eligible Projects

Highway, passenger rail, transit, intermodal projects, and intelligent transportation systems may receive credit assistance under TIFIA. Additionally, SAFETEA–LU expanded eligibility to private rail facilities providing public benefit to highway users, and surface transportation infrastructure modifications necessary to facilitate direct intermodal transfer and access into and out of a port terminal. See the definition of “project” in 23 U.S.C. 601(a)(8) and Chapter 3 of the TIFIA Program Guide for a description of eligible projects. (http://www.fhwa.dot.gov/ipd/tifia/guidance_applications/index.htm).

IV. Types of Credit Assistance

The DOT may provide credit assistance in the form of secured (direct) loans, lines of credit, and loan guarantees. These types of credit assistance are defined in 23 U.S.C. 601 and 49 CFR 80.3. The TIFIA credit facility, which must be senior or parity lien in the event of bankruptcy, liquidation or insolvency, can be subordinate as to cash flows absent such an event. The maximum amount of TIFIA credit assistance to a project is limited to 33 percent of eligible project costs. Applicants may not include any of the fees assessed by TIFIA, or costs related to the application process (such charges associated with obtaining the required preliminary rating opinion letter referenced in section V), among eligible project costs for the purpose of calculating the maximum 33 percent credit amount.

V. Estimated Project Cost Threshold Requirements

Projects seeking TIFIA assistance must meet certain statutory threshold requirements. Generally, the minimum size for TIFIA projects is $50 million of eligible project costs; however, the minimum size for TIFIA projects principally involving the installation of an intelligent transportation system is $15 million. Each project seeking TIFIA assistance must apply to the DOT, and must satisfy the applicable State and local transportation planning requirements. Each application must identify a dedicated revenue source to repay the TIFIA loan, and each private applicant must receive public approval for its project as demonstrated by satisfaction of the applicable planning and programming requirements. These eligibility requirements are detailed in 23 USC 602(a) and Chapter 3 of the TIFIA Program Guide (http://www.fhwa.dot.gov/ipd/tifia/guidance_applications/index.htm).

VI. Letters of Interest and Applications

Because the demand for credit assistance exceeds budgetary resources, the DOT is utilizing periodic fixed-date solicitations that will establish a competitive group of projects to be evaluated against the TIFIA program statute, regulation, and objectives.
Project sponsors seeking TIFIA credit assistance for FY 2012 must submit a Letter of Interest describing the project fundamentals and addressing the TIFIA selection criteria. For consideration in the FY 2012 funding cycle, Letters of Interest must be submitted by 4:30 p.m. EST, via email at: TIFIACredit@dot.gov on December 30, 2011, using the revised form on the TIFIA Web site: http://www.fhwa.dot.gov/ipd/tifia/guidance_applications/index.htm.

Letters of Interest must be submitted electronically in a single PDF file, via e-mail to TIFIACredit@dot.gov. Each letter of interest must contain the following information:

- Project sponsor name and contact information
- Project description
- Project location
- Project purpose and benefit
- Project financial summary
- Project schedule
- Project legal status
- Project environment
- Project funding sources
- Project estimated cost
- Project completion date
- Project economic impact
- Project public benefits
- Project employment impact
- Project transportation impacts
- Project economic benefits
- Project environmental benefits
- Project social benefits
- Project economic competitiveness
- Project economic and social benefits
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to the project. Relative weight: 5 percent.


Issued on: October 31, 2011.

Victor M. Mendez,
Administrator.

[FR Doc. 2011–28584 Filed 11–2–11; 8:45 am]
BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration
[Docket Number FRA–2011–0055]

Notice of Public Hearing

The Marquette Rail, LLC (MQT), by a May 23, 2011, document, has petitioned the Federal Railroad Administration (FRA) seeking the approval of a Product Safety Plan for the Railsof TrackAccess System submitted pursuant to Title 49 Code of Federal Regulations (CFR) Section 236.907. The TrackAccess System is a processor-based dispatch system developed to be operated in the autonomous mode (without dispatcher intervention) for low-density lines.

This proceeding is identified as Docket Number FRA–2011–0055. A copy of MQT’s full petition is available for review online at http://www.regulations.gov.

FRA has conducted a field investigation in this matter and has issued a public notice seeking comments from interested parties (See 76 FR 49841 (August 9, 2011)). After examining the carrier’s proposal and the available facts, and comments received from American Train Dispatchers Association; Brotherhood of Locomotive Engineers and Trainmen; Brotherhood of Maintenance of Way Employees Division; Brotherhood of Railroad Signalmen; and Railsof Systems, Inc., FRA has determined that a public hearing is necessary before a final decision is made on this proposal. Accordingly, FRA invites all interested persons to participate in a public hearing on December 13, 2011. The hearing will be conducted at the Holiday Inn Express, 5323 West U.S. Highway 10, Ludington, Michigan 49431. The hearing will begin at 9 a.m. Interested parties are invited to present oral statements at the hearing. For information on facilities or services for persons with disabilities or to request special assistance at the hearing, contact FRA’s Docket Clerk, Jerome Melis-Tull, by telephone, email, or in writing, at least 5 business days before the date of the hearing. Mr. Melis-Tull’s contact information is as follows: FRA, Office of Chief Counsel, Mail Stop 10, 1200 New Jersey Avenue SE., Washington, DC 20590; telephone: (202) 493–6058; email: Jerome.Melis-Tull@dot.gov.

The hearing will be informal and conducted in accordance with Rule 25 of the FRA Rules of Practice (49 CFR 211.25) by a representative designated by FRA. The hearing will be a non-adversarial proceeding; therefore, there will be no cross-examination of persons presenting statements. An FRA representative will make an opening statement outlining the scope of the hearing. After all initial statements have been completed, those persons wishing to make brief rebuttal statements will be given the opportunity to do so in the same order in which they made their initial statements. Additional procedures, if necessary for the conduct of the hearing, will be announced at the hearing.

Issued in Washington, DC, on October 28, 2011.

Robert C. Lauby,
Deputy Associate Administrator for
Regulatory and Legislative Operations.

[FR Doc. 2011–28453 Filed 11–2–11; 8:45 am]
BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

U.S. Maritime Administration
[Docket No. MARAD 2011–0141]

Availability of Finding of No Significant Impact

AGENCY: Maritime Administration, U.S. Department of Transportation.

ACTION: Notice.

SUMMARY: Notice is hereby given that the Maritime Administration, of the U.S. Department of Transportation (US DOT), has made available to interested parties the Finding of No Significant Impact (FONSI) for the United States Merchant Marine Academy Mallory Pier Replacement project. An environmental assessment (EA) and FONSI have been prepared pursuant to the National Environmental Policy Act (NEPA) (U.S.C. 4231 et seq.) in accordance with the Council on Environmental Quality (CEQ) regulations for implementing the procedural provisions of NEPA (40 CFR 1500–1508). The purpose of the EA is to evaluate the potential environmental impacts from replacement of a 600 foot section of timber pile supported pier with concrete pile supports and decking. The timber pile pier section to be replaced comprises a total area of 13,400 square feet.

FOR FURTHER INFORMATION CONTACT:
Daniel E. Yuska Jr., 1200 New Jersey Ave., SE., Washington, DC 20590; phone: (202) 366–0714; or email: Daniel.yuska@dot.gov. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1–(800) 877–8339 to contact the above individuals during business hours. The FIRS is available twenty-four hours a day, seven days a week, to leave a message or question with the above individuals. You will receive a reply during normal business hours.

A copy of the Final EA and Finding of No Significant Impact can be obtained or viewed online at http://www.regulations.gov.

By Order of the Maritime Administrator.
Dated: October 26, 2011.

Julie P. Agarwal,
Secretary, Maritime Administration.

[FR Doc. 2011–28401 Filed 11–2–11; 8:45 am]
BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Federal Motor Vehicle Theft Prevention Standard; Chrysler

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the Chrysler LLC, (Chrysler) petition for exemption of the Chrysler [confidential] vehicle line in accordance with 49 CFR part 543, Exemption from Vehicle Theft Prevention Standard. This petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard 49 CFR part 541, Federal Motor Vehicle Theft Prevention Standard. Chrysler requested confidential treatment for specific information in its petition. The agency granted Chrysler’s request for confidential treatment by letter dated September 14, 2011. Chrysler informed the agency that the nameplate and