The Letter of Interest must (i) describe the project and the location, purpose, and cost of the project, (ii) outline the proposed financial plan, including the requested credit assistance and the proposed obligor, (iii) provide a status of environmental review, and (iv) provide information regarding satisfaction of other eligibility requirements of the TIFIA credit program. Letters of Interest will be submitted using the form on the TIFIA Web site: *http://www.fhwa.dot.gov/ipd/tifia/guidance_applications/index.htm.* DOT has revised the form for the Letter of Interest to reflect changes made to the TIFIA program by MAP–21. The Letter of Interest form requires project sponsors to provide information demonstrating satisfaction (or expected satisfaction if permitted by the statute) of each of the eligibility requirements included in MAP–21. DOT estimates that the letter of interest would require approximately 20 hours in each instance to complete.

If a project sponsor is invited to submit an application, DOT estimates that each application will require approximately 100 hours to complete. The information that DOT seeks through the application includes: Contact information for the applicant entity; project information including name, location, description, rural project description (if applicable), purpose (quantitative/qualitative details), cost and TIFIA credit assistance request, project management and compliance monitoring plan, maintenance and operations plan, satisfaction of eligibility requirements including creditworthiness (rate covenant, coverage requirements, investment grade rating(s)), fostering partnerships that attract public and private investment, how TIFIA assistance would enable the project to proceed at an earlier date or with reduced lifecycle costs, how TIFIA assistance would reduce the contribution of federal grant assistance, environmental review (NEPA), permits and approvals, transportation planning and programming process approvals (STIP and TIP), construction contracting process readiness, project schedule, a financial plan including estimated capital project cost, amount and type of credit assistance requested, amount of TIFIA assistance requested, a summary table: Detailing sources and uses of funds, cash flow pro forma, a supplementary narrative detailing other borrowed funds and revenue sources (including pledged repayment source), proposed terms for the requested TIFIA credit instrument, reasons for selecting the proposed type(s) of credit instrument, flexibility in financial plan to support a reduced percentage-share of TIFIA credit assistance, risks and mitigation strategies, details on the applicant's organizational structure, including background information and legal authority, organization and management, identity of the entity that will serve as applicant (public-sector agency or private-sector firm), whether the applicant the same entity as the borrower (detail project team members), prior experience, financial condition, and litigation and/or conflicts.

Issued in Washington, DC on July 16, 2013.

Patricia Lawton,

Departmental PRA Clearance Officer, Office of the Secretary.

[FR Doc. 2013–17406 Filed 7–18–13; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Use of Wireless Mobile Data Devices as Transponders for the Commercial Motor Vehicle Information Systems and Networks (CVISN) Electronic Screening Systems

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

ACTION: Notice; announcement of policy.

SUMMARY: FMCSA announces that Commercial Mobile Radio Services (CMRS) network devices can be used as transponders for the purposes of CVISN electronic screening truck inspection and weigh station bypass systems. CMRS network devices such as smartphones, tablets, fleet management systems, global positioning system (GPS) navigational units, and onboard telematics devices (referred to collectively as ''wireless mobile data devices'') have the capability of transmitting and receiving the same information between the driver and the inspection site as the dedicated short-range communication (DSRC)-enabled transponders operating at the 915 MHz frequency currently used to fulfill the CVISN electronic screening requirement for core compliance. This policy does not affect the applicability or enforcement of FMCSA's regulations prohibiting texting and the use of hand-held wireless mobile phones by commercial motor vehicle (CMV) drivers.

FOR FURTHER INFORMATION CONTACT: For information concerning this notice or this activity, contact Mr. Jose M. Rodriguez, CVISN Technical Program Manager, Technology Division of FMCSA, (202) 366–3517, *jose.rodriguez@dot.gov.*

SUPPLEMENTARY INFORMATION:

Background

The purpose of the CVISN program is to advance technological capability and promote the deployment of Intelligent Transportation System applications for commercial vehicle operations, including commercial vehicle, commercial driver, and carrier specific information systems and networks. CVISN is divided into core and expanded deployment. Before a State is eligible for expanded deployment funding, it must complete core deployment. In order to complete core deployment, States must install an electronic system to screen transponder-equipped commercial vehicles at a minimum of one fixed or mobile inspection site in the State and replicate this screening at other sites. The objective of electronic screening is to identify enrolled vehicles; to screen vehicles based on safety history, weight, and credential status (e.g., registration, fuel tax payment, operating authority); and to allow enrolled vehicles that meet the State's criteria to bypass inspection sites. By allowing compliant vehicles to bypass weigh stations and inspection sites without stopping, FMCSA and its State partners are able to increase the effectiveness of enforcement efforts by targeting high risk motor carriers. Currently, weigh stations and inspection sites electronically screen DSRC-enabled transponder-equipped CMVs to determine if an inspection is necessary or if the driver should bypass the weigh station or inspection site.

In the past, States have installed only DSRC electronic screening transponder systems to satisfy the CVISN core electronic screening requirement because that was the prevalent technology at the time the CVISN program was authorized. States or private companies providing the DSRC screening services were required to install DSRC infrastructure to participate in the information sharing between roadside activities and the vehicles required to be in compliance with Core CVISN deployment. States may continue to deploy DSRC electronic screening transponder systems operating at the 915 MHz frequency to fulfill the CVISN electronic screening requirement for core compliance.

Use of CMRS To Comply With CVISN

Since the CVISN program began, there has been a significant expansion of CMRS networks in North America.

States may now use available CMRS networks to screen trucks equipped with wireless mobile data devices used as transponders. CMRS network devices such as smartphones, tablets, fleet management systems, GPS navigational units, and onboard telematics devices are capable of transmitting and receiving multiple forms of wireless mobile data and thus, are considered transponders for the purposes of the CVISN program.

CMRS transponders use commercially available mobile radio transmission frequencies to access cellular data networks and exchange carrier and vehicle credentials utilizing web-based technologies. Triggered via GPS signaling, CMRS transponders communicate through the internet to electronic screening systems that issue traditional red light/green light responses for in-cab displays mounted on the dashboard. Because CMRS transponders are hardware neutral, drivers can install a variety of cellular-enabled GPS-connected devices (such as smartphones, tablets, fleet management systems, GPS navigational units, and onboard telematics devices) in vehicles.

This policy announcement does not affect the applicability or enforcement of FMCSA's regulations under 49 CFR part 392 prohibiting texting and the use of hand-held wireless mobile phones by commercial motor vehicle (CMV) drivers.

Benefits

Use of wireless mobile data devices as transponders with CMRS provides benefits to FMCSA and key stakeholders including State CMV enforcement agencies, industry, and participating motor carriers:

1. All of the remaining 11 States that have not yet achieved CVISN core deployment status because they have not met the CVISN electronic screening requirement will have another option to achieve CVISN core deployment status. This makes States eligible for the expanded CVISN funding deployment milestone and improves data sharing among States and FMCSA.

2. The electronic screening system enables State enforcement agencies to identify CMV drivers and check their safety status at highway speeds and enables FMCSA and State partners to more efficiently utilize resources to target high risk carriers.

3. The capability to check the safety status of drivers and vehicles at highway speeds will decrease congestion and vehicle emissions at inspection sites. Motor carriers will avoid fuel costs associated with idling at weigh stations and inspection sites.

4. State agencies can add additional electronic screening sites, both fixed and mobile, with no infrastructure-related costs. CMRS-enabled systems give States significant flexibility in activating and de-activating geofences (the virtual perimeter for the real-world geographic area in which truck station bypass systems electronically screen CMVs).

5. For participating motor carriers, available CMRS-based electronic screening systems are technology-platform neutral and could be operated, on wireless mobile data devices, as well as onboard fleet management systems. The use of the system is consistent with FMCSA's prohibition against the use of hand-held mobile phones and texting and complements existing DSRC-based screening systems.

Issued on: July 8, 2013.

Anne S. Ferro,

Administrator.

[FR Doc. 2013–17418 Filed 7–18–13; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2013–0124, Notice No. 13–7]

Paperless Hazard Communications Pilot Program

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice and request for comments.

SUMMARY: PHMSA invites volunteers for a pilot program to evaluate the effectiveness of paperless hazard communications systems and comments on an information collection activity associated with the pilot program. ''Moving Ahead for Progress in the 21st Century Act'' (MAP–21) authorizes PHMSA to conduct a pilot program to evaluate the feasibility and effectiveness of using paperless hazard communications systems. In accordance with MAP–21, in conducting the pilot projects, PHMSA may not waive the current shipping paper requirements. In addition, MAP–21 indicates that PHMSA must consult with organizations representing fire and other emergency responders, law enforcement, and regulated entities. Upon completion of the pilot projects, PHMSA must evaluate the feasibility and effectiveness of paperless hazard communications systems and make a recommendation to Congress regarding regulatory changes that would permanently authorize the use of paperless hazard communications systems. The report is due to Congress by October 1, 2014. The intent of this notice is to: (1) Describe the current regulatory requirements for shipping papers; (2) describe authority granted under MAP–21; (3) explain the goal, scope, and intent of the pilot program; (4) seek volunteers to participate in the pilot projects and describe criteria for selecting pilot participants from the volunteers; and (5) seek comment on the request for information to be collected in conducting the pilot projects and in consulting with organizations representing fire and other emergency responders, law enforcement, and regulated entities. Information gathered will enable PHMSA to generate a report to Congress detailing: (1) The performance of each paperless hazard communications system tested during the pilot projects; (2) PHMSA's assessment of the safety and security impacts on stakeholders; (3) the associated costs and benefits; and (4) PHMSA's regulatory recommendation(s).

DATES: Interested persons are invited to submit comments on or before September 17, 2013.

ADDRESSES: You may submit comments, and statements of interest to volunteer, identified by the docket number (PHMSA–2013–0124) by any of the following methods:

- *Federal eRulemaking Portal: http://www.regulations.gov.* Follow the online instructions for submitting comments.
- *FAX:* 1–202–493–2251.
- *Mail:* Docket Management System, U.S. Department of Transportation, Docket Operations, Routing Symbol M–30, West Building, Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.
- *Hand Delivery:* Docket Operations, West Building, Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590, from 9:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays.

Instructions: All submissions must include the agency name and docket number for this notice at the beginning of the comment. To avoid duplication, please use only one of these four methods. All comments received will be posted without change to *http://www.regulations.gov* and will include any personal information you provide.

Docket: For access to the dockets to read background documents or comments received, go to *http://www.regulations.gov* or DOT's Docket Operations Office (see **ADDRESSES**).