

non-availability of the facility or for operational non-performance. Many provisions in AP contracts are similar to those in toll revenue contracts.

The AP Concessions Guide focuses on issues critical to achieving public sector objectives and protecting the interest of the taxpaying and traveling public. The Draft AP Concessions Guide focuses on nineteen specific provisions. Unlike the Toll Concessions Guide, which for reasons of public comment was split into separate Core and Addendum sections, the AP Concessions Guide incorporates all provisions into a single document, with the following chapter headings:

1. Introduction
2. Completion Testing and Performance Security
3. Availability Requirements
4. Maintenance and Handback Requirements
5. Payment Mechanism, Performance Monitoring and Financial Model Adjustments
6. Insurance
7. Contract Term and Nature of the Proprietary Interest
8. Supervening Events
9. Change in Law
10. Department and Developer Changes
11. Assignment and Changes in Equity Interests
12. Defaults, Early Termination, and Termination Compensation
13. Indemnities
14. Federal Requirements
15. Amendment to Key Developer Documents
16. Lenders Rights and Direct Agreement
17. Department Step-In
18. Disputes
19. Intellectual Property
20. General Provisions

The AP Guide Concessions Guide can be found on the Docket (FHWA-2014-0006) and at the following link: <http://www.fhwa.dot.gov/ipd/pdfs/p3/apguide.pdf>.

About the Labor Best Practices Recommendations

Any project, including a P3 concession, that receives Federal assistance pursuant to title 23 of the United States Code, must comply with all Federal laws, including labor laws, pertaining to the use of Federal funds. However, as a best practice, the U.S. Department of Labor encourages parties to a P3 agreement to consider adopting labor practices that provide worker protections beyond those required by law.

With this notice, FHWA is also publishing for public comment a

separate chapter, authored by the U.S. Department of Labor, in collaboration with USDOT, on Labor Best Practices in P3 concessions. Because this chapter discusses issues applicable to both toll and AP concession contracts, FHWA will defer publication of the Final Toll Concessions P3 Model Contract Guide Addendum until receiving comments on this additional document. The Labor Best Practices chapter includes the following topics:

- Prevailing Wages and Fringe Benefits
- Employee Benefits
- Incumbent Worker Nondisplacement and Protections
- Workforce Development and Apprenticeship
- Workplace Health and Safety
- Wage and Classification Transparency
- Equal Employment Opportunity
- Project Labor Agreements
- Responsible Contractor Policy

The Labor Best Practices chapter can be found on the Docket (FHWA-2014-0006) and at the following link: <http://www.fhwa.dot.gov/ipd/pdfs/p3/laborbestpractices.pdf>.

The FHWA intends to incorporate the Labor Best Practices chapter into both of its P3 concession guides. Upon conclusion of the public comment process, the final Toll Concessions Guide (combining the Core and Addendum provisions) and the final AP Concessions Guide will be posted on the FHWA Web site at <http://www.fhwa.dot.gov/ipd/p3/>.

Authority: Section 1534(d) of Moving Ahead for Progress in the 21st Century, MAP-21, enacted Oct 1 2012.

Issued on: September 21, 2015.

Gregory G. Nadeau,
Administrator, Federal Highway Administration.

[FR Doc. 2015-25656 Filed 10-7-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2010-0048]

Positive Train Control Safety Plan for the Southern California Regional Rail Authority

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

ACTION: Notice of availability and request for comments.

SUMMARY: This document provides the public notice that by a document dated September 19, 2015, the Southern California Regional Rail Authority

(SCRRA) submitted to FRA its Positive Train Control Safety Plan (PTCSP) Version 1.7 for approval under the Federal railroad safety regulations in Title 49 Code of Federal Regulations (CFR) Part 236, Subpart I, Positive Train Control Systems. SCRRA asks FRA to approve its PTCSP and to provide PTC System Certification for SCRRA's implementation of its Interoperable-Electronic Train Management System (I-ETMS). In its PTCSP, SCRRA asserts that its I-ETMS is designed as a vital overlay PTC system in compliance with the PTCSP requirements. The PTCSP describes the SCRRA I-ETMS implementation and the associated I-ETMS safety processes; safety analyses; and test, validation, and verification processes used during development of I-ETMS. The PTCSP also contains SCRRA operational and support requirements and procedures.

SCRRA's PTCSP and the accompanying request for approval are available for review online at www.regulations.gov (Docket No. FRA-2010-0048) 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 comment on the PTCSP by submitting written comments or data. During its review of the PTCSP, FRA will consider any comments or data submitted. However, FRA may not respond to any comment and, under 49 CFR 236.1009(d)(3), FRA maintains the authority to approve or disapprove the PTCSP at its sole discretion. FRA does not anticipate scheduling a public hearing regarding these proceedings because 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.

DATES: FRA will consider communications received by January 6, 2016 before taking final action on the PTCSP. Comments received after that date will be considered as far as practicable.

ADDRESSES: 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.

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.). 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 www.dot.gov/privacy. See <http://www.regulations.gov/#!privacyNotice> for the privacy notice of regulations.gov.

FOR FURTHER INFORMATION CONTACT: Dr. Mark Hartong, PE, Senior Scientific Technical Advisor at (202) 493-1332, Mark.Hartong@dot.gov; or Mr. David Blackmore, Railroad Safety Program Manager for Advanced Technology at (312) 835-3903, David.Blackmore@dot.gov.

Issued in Washington, DC, on October 2, 2015.

Ron Hynes,

Director, Office of Technical Oversight.

[FR Doc. 2015-25573 Filed 10-7-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2015-0068]

Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that by a document dated June 18, 2015, the Southeastern Pennsylvania Transportation Authority (SEPTA) has petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR 238.309(b)(2). FRA assigned the petition Docket Number FRA-2015-0068.

Title 49 CFR 238.309(b)(2) requires that brake equipment and brake

cylinders of each multiple unit (MU) locomotive be cleaned, repaired, and tested at intervals of every 1,104 days if the MU locomotive is part of a fleet that is 100 percent equipped with air dryers, and has a brake system using RT-5A-style valves (among others). The RT-5A+ brake system in use on the Silverliner V MU fleet employs a microprocessor-based control system, and uses active and passive diagnostics to monitor brake performance. Currently, other air brake systems that incorporate microprocessor controls are subject to overhaul intervals of 1,840 days (see 49 CFR 238.309(b)(3) and 238.309(e)(1)). SEPTA therefore submitted an alternate proposal to increase the periodic brake equipment maintenance interval for the Silverliner V air brake system to a minimum of 1,840 days.

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 November 23, 2015 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.). 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 www.dot.gov/privacy. See also <http://www.regulations.gov/#!privacyNotice> for the privacy notice of regulations.gov.

Issued in Washington, DC, on October 2, 2015.

Ron Hynes,

Director, Office of Technical Oversight.

[FR Doc. 2015-25609 Filed 10-7-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Fiscal Year 2015 Innovative Public Transportation Workforce Development Program Project Selections

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

ACTION: Innovative Public Transportation Workforce Development Program Announcement of Project Selections.

SUMMARY: The U.S. Department of Transportation's (DOT), Federal Transit Administration (FTA) announces the selection of projects for the Fiscal Year (FY) 2015 Innovative Public Transportation Workforce Development Program (Workforce Development Program). Under the prior authorization, the Workforce Development Program was authorized under 49 U.S.C. 5322. Under the Moving Ahead for Progress in the 21st Century (MAP-21) Act, the program is authorized at 49 U.S.C. 5322(b). These projects are funded with a combination of \$4 million of unallocated Section 5314 Federal funds appropriated in FY 2012, and a total of \$5.5 million authorized under MAP-21 and appropriated in FYs 2013, 2014, and 2015 for Section 5322. These program dollars will provide financial assistance to promote diverse and innovative workforce development models and programs that specifically