

metropolitan area of Chicago. (*Id.*) The application states that Echo Windy also provides on a limited basis brokerage of interstate passenger moves to other interstate passenger motor carriers. (*Id.*) TBL Group asserts that it acquired the primary assets comprising Echo Windy in September 2024. (*Id.*) TBL Group goes on to describe Echo Windy as a direct subsidiary of TBL Group that currently utilizes approximately 36 motor coaches, 55 minibuses, and 18 limousines, and employs approximately 118 drivers. (*Id.*) TBL Group asserts that Echo Windy desires to obtain interstate passenger motor carrier authority in order to expand its service offerings to include the option for its customers to obtain direct interstate passenger transportation services from Echo Windy. (*Id.*)

Under 49 U.S.C. 14303(b), the Board must approve and authorize a transaction that it finds consistent with the public interest, taking into consideration at least (1) the effect of the proposed transaction on the adequacy of transportation to the public, (2) the total fixed charges resulting from the proposed transaction, and (3) the interest of affected carrier employees. TBL Group has submitted the information required by 49 CFR 1182.2, including information demonstrating that the proposed transaction is consistent with the public interest under 49 U.S.C. 14303(b), *see* 49 CFR 1182.2(a)(7), and a jurisdictional statement under 49 U.S.C. 14303(g) that the aggregate gross operating revenues of the involved carriers exceeded \$2 million during the 12-month period immediately preceding the filing of the application, *see* 49 CFR 1182.2(a)(5).

TBL Group asserts that granting the application would not have any detrimental impact on the adequacy of transportation services available for the public in Echo Windy's service area. (Appl. 8.) According to TBL Group, the extensive intrastate services currently provided by Echo Windy will continue to be provided and the addition of a direct interstate service offering will enhance the provision of adequate service to the public. (*Id.*) TBL Group asserts that there are no fixed charges associated with the Contemplated Transaction. (*Id.*) The application states that the existing operations of Echo Windy (and, as such, the Contemplated Transaction) are not expected to negatively impact employees or labor conditions, as TBL Group expects that its ability to provide direct interstate passenger service will produce additional trip opportunities for its existing drivers and possibly demand for hiring additional drivers. (*Id.*)

TBL Group states that in Echo Windy's service area, the market for interstate limousine and charter transportation services, as well as other traditional passenger service providers, is very competitive due to demand and the significant number of national, regional, and local providers operating within the area. (*Id.* at 10.) The application asserts that Echo Windy's service area is geographically dispersed from service areas of TBL Group's affiliated carriers and Reston in regard to service offerings, and there is no overlap in customer bases. (*Id.*) The application concludes that the impact of the Contemplated Transaction on the interstate segment of the passenger motor carrier industry, even with the recent tentative approval of Reston, will be minimal at most and that neither competition nor the public interest will be adversely affected. (*Id.* at 10–11.)

Based on TBL Group's representations, the Board finds that the Contemplated Transaction as proposed in the application is consistent with the public interest. The application will be tentatively approved and authorized. If any opposing comments are timely filed, these findings will be deemed vacated, and, unless a final decision can be made on the record as developed, a procedural schedule will be adopted to reconsider the application. *See* 49 CFR 1182.6. If no opposing comments are filed by the expiration of the comment period, this notice will take effect automatically and will be the final Board action in this proceeding.

This action is categorically excluded from environmental review under 49 CFR 1105.6(c).

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

*It is ordered:*

1. The proposed transaction is approved and authorized, subject to the filing of opposing comments.
2. If opposing comments are timely filed, the findings made in this notice will be deemed vacated.
3. This notice will be effective on April 8, 2025, unless opposing comments are filed by April 7, 2025. If any comments are filed, TBL Group may file a reply by April 21, 2025.
4. A copy of this notice will be served on: (1) the U.S. Department of Transportation, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; (2) the U.S. Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue NW, Washington, DC 20530; and (3) the U.S. Department of Transportation, Office of the General Counsel, 1200 New Jersey Avenue SE, Washington, DC 20590.

Decided: February 13, 2025.

By the Board, Board Members Fuchs, Hedlund, Primus, and Schultz.

**Raina White,**

*Clearance Clerk.*

[FR Doc. 2025–02860 Filed 2–19–25; 8:45 am]

**BILLING CODE 4915–01–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2024–0079]

#### Petition for Waiver of Compliance

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

**ACTION:** Notice.

**SUMMARY:** This document provides the public notice that by letter dated January 24, 2025, Canadian Pacific Kansas City (CPKC) revised its request for relief to permit the replacement of wheelsets on rail cars as part of CPKC's In-train Wheelset Replacement Program.

**DATES:** *Comments:* FRA must receive comments on the petition by March 24, 2025. FRA will consider comments received after that date to the extent practicable.

**ADDRESSES:**

*Comments:* Comments related to this docket 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 docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the

**SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

*Docket:* For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

**FOR FURTHER INFORMATION CONTACT:**

Leith Al-Nazer, Mechanical Engineer, Motive Power and Equipment Division, FRA, telephone: 202–493–6128, email: [leith.al-nazer@dot.gov](mailto:leith.al-nazer@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated January 24, 2025, CPKC revised its request for relief in Docket Number FRA–2024–0079.

Specifically, CPKC amended its previously filed request for relief from the requirements of 49 CFR 232.305(b)(2), *Single car air brake tests*, to “permit the replacement of wheelsets on rail cars as part of CPKC’s In-train Wheelset Replacement Program . . . without the need to also perform the [single car air brake test (SCABT)]” as required. CPKC’s initial request dated June 26, 2024, explained the program would be used only at CPKC’s International Freight Gateway intermodal facility in Kansas City, Missouri. In its January 24, 2025, submission, CPKC states that it also seeks implement this program in its Laredo Yard in Laredo, Texas.

In its January 24, 2025, petition, CPKC again explained that the program “proactively address[es] wheel defects before they create potential risks to safe railroad operations” by identifying and changing the wheels while a crew remains on the lead locomotive. CPKC also indicated that it consulted with the Brotherhood Railway Carmen Division, Transportation Communications Union, which supports the program and request.

A copy of the revised petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov).

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 parties desire an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by March 24, 2025 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

#### Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA’s 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.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://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 also <https://www.regulations.gov/privacy-notice> for the privacy notice of [regulations.gov](http://regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

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

[FR Doc. 2025–02835 Filed 2–19–25; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2024–0069]

#### Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Automated Driving Systems 2.0: A Vision for Safety

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

**ACTION:** Notice and request for comments on a revision of a currently approved collection.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) summarized below will be submitted to the Office of Management and Budget (OMB) for review and approval. The ICR describes the nature of the information collection and its expected burden. This document describes a collection of information for which NHTSA intends to seek OMB extension approval titled “Automated Driving Systems 2.0: A Vision for Safety” and is identified by OMB Control Number 2127–0723, currently approved through February 28, 2025. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on October 23, 2024. Three comments were received in response to that notice; however, no changes to the information collection tool, methodology, nor burden were made as a result of those comments.

**DATES:** Comments must be submitted on or before March 24, 2025.

**ADDRESSES:** Written comments and recommendations for the proposed information collection, including suggestions for reducing burden, should be submitted to the Office of Management and Budget at [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). To find this particular information

collection, select “Currently under Review—Open for Public Comment” or use the search function.

**FOR FURTHER INFORMATION CONTACT:** For additional information or access to background documents, contact Debbie Sweet, Office of Vehicle Safety Research (NSR–010), (202) 366–7179, National Highway Traffic Safety Administration, W46–317, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Please identify the relevant collection of information by referring to its OMB Control Number.

**SUPPLEMENTARY INFORMATION:** Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from the Office of Management and Budget (OMB) before it collects certain information from the public and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In compliance with these requirements, this notice announces that the following information collection request will be submitted OMB.

*Title:* Automated Driving Systems 2.0: A Vision for Safety

*OMB Control Number:* 2127–0723

*Form Number:* None

*Type of Request:* Revision of a currently approved collection.

*Type of Review Requested:* Regular.

*Length of Approval Requested:* Three years from date of approval.

*Summary of the Collection of Information:* In September 2017, NHTSA published a voluntary guidance document titled, *Automated Driving Systems 2.0: A Vision for Safety (ADS 2.0)*. Recognizing the potential for responsibly developed and deployed Automated Driving Systems (ADSs) to enhance safety and mobility, this document outlines a safety considerations framework to facilitate the safe deployment of ADS-equipped vehicles. *ADS 2.0* presents 12 priority safety areas, along with safety goals and approaches that could be used to achieve these goals. Entities engaged in ADS testing and deployment may demonstrate how they address—via industry best practices, their own best practices, or other appropriate methods—the safety elements by publishing a Voluntary Safety Self-Assessment (VSSA). The VSSA is the medium of collection of information for *ADS 2.0*. NHTSA provides the VSSA Index on the agency’s website as a pointer system for entities’ VSSAs.

*Description of the Need for the Information and Proposed Use of the Information:* The VSSA is intended to