

Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) ¹ to subsidize continued rail service has been received, this exemption will be effective on February 9, 2020, unless stayed pending reconsideration.² Petitions to stay that do not involve environmental issues must be filed by January 17, 2020, and formal expressions of intent to file an OFA to subsidize continued rail service under 49 CFR 1152.27(c)(2) ³ must be filed by January 21, 2020.⁴ Petitions for reconsideration must be filed by January 30, 2020, with the Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to WCL's representative, Bradon J. Smith, Fletcher & Sippel LLC, 29 N Wacker Drive, Suite 800, Chicago, IL 60606.

If the verified notice contains false or misleading information, the exemption is void ab initio.

Board decisions and notices are available at www.stb.gov.

Decided: January 6, 2020.

By the Board, Allison C. Davis, Director, Office of Proceedings.

Tammy Lowery,
Clearance Clerk.

[FR Doc. 2020-00227 Filed 1-9-20; 8:45 am]

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¹ Persons interested in submitting an OFA to subsidize continued rail service must first file a formal expression of intent to file an offer, indicating the intent to file an OFA for subsidy and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(2)(i).

² WCL supplemented its verified notice on December 23, 2019, which will be considered the filing date for the purpose of calculating the effective date of the exemption.

³ The filing fee for OFAs can be found at 49 CFR 1002.2(f)(25).

⁴ Because this is a discontinuance proceeding and not an abandonment, trail use/rail banking and public use conditions are not appropriate. Because there will be an environmental review during abandonment, this discontinuance does not require environmental review.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2019-0895]

Agency Information Collection Activities: Requests for Comments; Clearance of New Approval of Information Collection: Employee Assault Prevention and Response Plan

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval for a new information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on November 1, 2019 (84 FR 58818). The collection involves submission of Employee Assault Prevention and Response Plans (EAPRP) for customer service agents of certificate holders conducting operations under Title 14 of the Code of Federal Regulations (CFR) part 121. The certificate holders will submit the information to be collected to the FAA for review and acceptance as required by Section 551 of Public Law 115-254, the FAA Reauthorization Act of 2018.

DATES: Written comments should be submitted by February 10, 2020.

ADDRESSES: Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to oira_submission@omb.eop.gov, or faxed to (202) 395-6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW, Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: Daniel T. Ronneberg by email at: Dan.Ronneberg@faa.gov; phone: 202-267-1612.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to

enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

OMB Control Number: 2120-XXXX.
Title: Employee Assault Prevention and Response Plan.

Form Numbers: There are no forms associated with this collection.

Type of Review: Clearance of a new information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on November 1, 2019 (84 FR 58818). On October 5, 2018, Congress enacted Public Law 115-254, the FAA Reauthorization Act of 2018 ("the Act"). Section 551 of the Act required air carriers operating under 14 CFR part 121 to submit to the FAA for review and acceptance an Employee Assault Prevention and Response Plan (EAPRP) related to the customer service agents of the air carrier that is developed in consultation with the labor union representing such agents. Section 551(b) of the Act contains the required contents of the EAPRP, including reporting protocols for air carrier customer service agents who have been the victim of a verbal or physical assault.

Respondents: 70 Part 121 Air Carriers.
Frequency: Once for submission of the plan.

Estimated Average Burden per Response: 20 hours for air carriers submitting the plan for review and acceptance.

Estimated Total Annual Burden: 20 hours per air carriers submitting the plan for review and acceptance.

Issued in Washington, DC, on January 7, 2020.

Sandra L. Ray,

Aviation Safety Inspector, FAA, Policy Integration Branch, AFS-270.

[FR Doc. 2020-00229 Filed 1-9-20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2019-0096]

Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on October 30, 2019, the National Railroad Passenger Corporation

(Amtrak) petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 238. FRA assigned the petition Docket Number FRA–2019–0096.

Specifically, Amtrak has petitioned FRA for a waiver from the requirements of 49 CFR 238.111(a), pre-revenue service acceptance testing, for Siemens Charger locomotives, ALC–42 variants included, to operate across the entirety of Amtrak’s operating network. Following FRA’s correspondence to Amtrak dated May 16, 2019, Amtrak began to perform a select number of SC–44 Charger performance tests on several long-distance network routes. Results have been generally positive thus far with a low number of correctional recommendations sent back to the Original Equipment Manufacturer (OEM). Amtrak intends to perform additional SC–44 testing in 2020 to further validate the Charger platform in a long-distance environment prior to receiving ALC–42 deliveries.

Since the receipt of FRA’s May 16, 2019 correspondence, Amtrak has also provided to FRA the entirety of the design documentation received to date from Siemens for the ALC–42 procurement. Most of these ALC–42 preliminary design review documents are the SC–44 final design documents. These include designs of the suspension system, wheel profile, crash energy management, fuel tank, and other car body drawings. Further, no changes to the dimensions or car body profile of the locomotive will vary between the ALC–42 or the SC–44. The ALC–42 will have a minimal (<0.5%) empty weight variance due to different internal components such as head-end power (HEP) transformer and cab signal, and a minimal (<2.0%) loaded gross weight variance due to increased fuel/diesel exhaust fluid (DEF)/sand capacity than the SC–44. Amtrak states these small weight variances reside below the floor and therefore should have negligible effect from low center of gravity. The other notable differences between the two platform versions will reside within the cab (additional positive train control systems, screen interfaces) and inside the engine room (different fuel filtration, HEP inverter, brake grid, etc.).

Based on the above and the Charger platform testing that has been performed to date, Amtrak requests a waiver from the requirements of 49 CFR 238.111(a) testing for Siemens Charger locomotives, ALC–42 variants included.

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 Ave. 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 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.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Website:* <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 Ave. SE, W12–140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Ave. SE, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by February 24, 2020 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can 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.). Under 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 <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacyNotice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2020–00231 Filed 1–9–20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2019–0106]

Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on December 4, 2019, Caltrain petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 238, Passenger Equipment Safety Standards. FRA assigned the petition Docket Number FRA–2019–0106.

Specifically, Caltrain seeks a waiver of compliance from portions of 49 CFR 238.131(a)(1) for its new six-car Stadler Electric Multiple Unit (EMU) trainsets currently under construction. The Federal regulation incorporates American Public Transportation Association (APTA) Standard PR–M–S–18–10, *Standard for Powered Exterior Side Door System Design for New Passenger Cars*, first published February 11, 2011, by reference. Section 2.9.1 of this standard, *Design Construction*, paragraph 6 states: “Neither shall the emergency release mechanism require the presence of any interlock signals (e.g. “low speed” or “zero speed” signals) for actuation. When actuated, the emergency release mechanism shall override any locks, and it shall be possible to manually open the released door with a force not to exceed 35 lbf.” The petition states, “for safety reasons, Caltrain would like to introduce a speed interlock to the door emergency release system.”

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 Ave. 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