

**SUPPLEMENTARY INFORMATION:****Background**

FMCSA is developing a new online registration system to improve the transparency and efficiency of FMCSA's registration procedures and implement statutory requirements related to the registration program. FMCSA seeks user perspectives on improving the registration experience when engaging with FMCSA's registration system. During this meeting, FMCSA will invite attendees to participate after providing initial presentations on preliminary system designs and functionality. FMCSA moderators will facilitate discussions on what potential users would like to see, as well as what would not be helpful from a user experience perspective.

**Meeting Information**

This meeting is intended for current and potential users of a new online registration system, including but not limited to:

- Motor carriers;
- Brokers and freight forwarders;
- Insurance companies/financial institutions and process agents/blanket companies; and
- Third party service providers.

The full meeting agenda will be available on the registration site (see **ADDRESSES** above for instructions on meeting registration) in advance of the meeting.

**Sue Lawless,**

*Acting Deputy Administrator.*

[FR Doc. 2024-09356 Filed 4-30-24; 8:45 am]

**BILLING CODE 4910-EX-P**

**DEPARTMENT OF TRANSPORTATION****Federal Railroad Administration**

[Docket Number FRA-2014-0106]

**Petition for Extension of Waiver of Compliance**

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on March 14, 2024, Metro-North Railroad (MNCW) petitioned the Federal Railroad Administration (FRA) for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 240 (Qualification and Certification of Locomotive Engineers) and part 242 (Qualification and Certification of Conductors). The relevant Docket Number is FRA-2014-0106.

Specifically, MNCW requests relief required to continue participation in

FRA's Confidential Close Call Reporting System (C<sup>3</sup>RS) Program. MNCW seeks to continue shielding reporting employees from mandatory punitive sanctions that would otherwise arise as provided in §§ 240.117(e)(1)-(4); 240.305(a)(1)-(4) and (a)(6); 240.307; 242.403(b), (c), (e)(1)-(4), (e)(6)-(11), (f)(1)-(2); and 242.407. The C<sup>3</sup>RS Program encourages certified operating crew members to report close calls and protects the employees and the railroad from discipline or sanctions arising from the incidents reported per the C<sup>3</sup>RS Implementing Memorandum of Understanding (IMOU). MNCW notes that it and the Association of Commuter Rail Employees have been governed by an IMOU since September 2014. MNCW states that recent safety improvements associated with C<sup>3</sup>RS include: "Development of diagrams to enhance notices to crews for partial passenger platform closures;" "Deployment of standardized train spotting or enhanced spotting markers for specific stations;" and "Enhancement of root cause analysis for C<sup>3</sup>RS eligible 'known events' by inviting employees involved to be interviewed by members of the PRT."

A copy of the 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.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted at [www.regulations.gov](http://www.regulations.gov). Follow the online instructions for submitting comments.

Communications received by July 1, 2024 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](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 [www.regulations.gov](http://www.regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

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

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**BILLING CODE 4910-06-P**

**DEPARTMENT OF TRANSPORTATION****Federal Railroad Administration**

[Docket Number FRA-2010-0171]

**Petition for Extension of Waiver of Compliance**

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on March 1, 2024, Sacramento Southern Railroad/California State Railroad Museum (CSRM) petitioned the Federal Railroad Administration (FRA) to extend a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR parts 215 (Railroad Freight Car Safety Standards) and 224 (Reflectorization of Rail Freight Rolling Stock). FRA assigned the petition Docket Number FRA-2010-0171.

Specifically, CSRM requests to extend its previous<sup>1</sup> special approval pursuant to 49 CFR 215.203, *Restricted cars*, for 2 railcars (SSRR 6102 and SSRR 6108) and 1 locomotive (SN 402) that are more than 50 years from the dates of original construction. CSRM also seeks relief from § 215.303, *Stenciling of restricted cars*, and part 224, to operate the cars in excursion service. In support of its request, CSRM states that the cars will not be used in interchange or for revenue freight service, and the locomotive is primarily used to haul passenger trains during daylight hours or for yard switching operations. CSRM also states that the equipment is inspected regularly and in excellent mechanical condition.

A copy of the 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

<sup>1</sup> The special approval/waiver in Docket Number FRA-2010-0171 expired on May 16, 2022.