

designation codes is one for preferred routes, which apply to the transportation of a highway route controlled quantity of Class 7 (radioactive) material. Restriction codes identify the routes along which a driver may not transport specified HM shipments. Table 1 presents information on each restriction and designation code. Table 2 presents information on the revisions to the route registry.

TABLE 1—RESTRICTION/DESIGNATION KEY

Restrictions	Designations
0—ALL Hazardous Materials.	A—ALL NRHM Hazardous Materials.
1—Class 1—Explosives	B—Class 1—Explosives.
2—Class 2—Gas	I—Poisonous Inhalation Hazard (PIH).
3—Class 3—Flammable	P—*Preferred Route*
4—Class 4—Flammable Solid/Combustible.	Class 7—Radioactive.
5—Class 5—Organic.	
6—Class 6—Poison.	

TABLE 1—RESTRICTION/DESIGNATION KEY—Continued

Restrictions	Designations
7—Class 7—Radioactive.	
8—Class 8—Corrosives.	
9—Class 9—Dangerous (Other).	
i—Poisonous Inhalation Hazard (PIH).	

**Revisions to the National Hazardous Materials Route Registry (March 31, 2023)**

TABLE 2—WASHINGTON—RESTRICTED NRHM ROUTES

Designation date	Route order route description	City	County	Restriction FMCSA (0–9 and i) QA comment
9/21/2023	Add South 188th St. between 28th Ave. S and 16th Ave. S	Seattle	King	0

*End of Revisions to the National Hazardous Materials Route Registry*

Sue Lawless,

Acting Deputy Administrator.

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**DEPARTMENT OF TRANSPORTATION**

**Federal Railroad Administration**

[Docket Number FRA–2019–0064]

**Petition for Amendment of Waiver of Compliance**

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letters dated February 28, 2024, and May 13, 2024, BNSF Railway (BNSF) petitioned the Federal Railroad Administration (FRA) for an amendment of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 232 (Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End-of-Train Devices). The relevant Docket Number is FRA–2019–0064.

Specifically, BNSF requests to add a location to its existing waiver from § 232.205(b)(2), *Single car air brake tests*, which permits BNSF to change the repair track designation (per § 232.303, *General requirements*) so that the track on which in-train wheel replacements are performed is not designated a shop or repair track. Accordingly, a single car air brake test (SCABT) is not required on each car undergoing an in-train wheelset replacement, but BNSF proposes to perform a SCABT on any

car with an FRA-condemnable wheel defect as defined in § 232.303(b)(5). The relief currently applies to specific yard tracks for wheelset replacement at several BNSF facilities, and with this request, BNSF seeks to add the Missoula, Montana, location to the program.

In support of its request, BNSF states that this program “reduces the number of wheels in revenue service with elevated KIP impact readings contributing to the safety and longevity of [the] rail infrastructure.” Further, BNSF states that the program “enhances safety by improving the reliability of the rolling stock and simultaneously reducing potential causes of surface rail defects that can elevate the risks of derailments” from higher KIP wheels.

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 September 16, 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 the Department of Transportation’s (DOT) 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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**DEPARTMENT OF TRANSPORTATION**

**Maritime Administration**

**U.S. Merchant Marine Academy Board of Visitors; Public Meeting**

AGENCY: Maritime Administration, DOT.

ACTION: Notice of public meeting.

SUMMARY: The U.S. Department of Transportation, Maritime Administration announces a meeting of