

- *Respondents*: Registrants for the Foreign Service Officer Test.
- *Estimated Number of Respondents*: 7,000.
- *Estimated Number of Responses*: 7,000.
- *Average Time per Response*: 2 hours.
- *Total Estimated Burden Time*: 14,000 hours.
- *Frequency*: Annually.
- *Obligation to Respond*: Required to Obtain or Retain a Benefit.

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.
- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.
- Enhance the quality, utility, and clarity of the information to be collected.
- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

#### Abstract of Proposed Collection

Individuals registering for the Foreign Service Officer Test will complete a Registration Form, asking for their name, contact information, ethnicity, education and work history, and military experience. The information will be used to prepare and issue admission to the Foreign Service Officer Test, to provide data useful for improving future tests, and to conduct research studies based on the test results.

#### Methodology

The registration process, which includes concurrent application submission and seat selection, opens approximately four (4) weeks prior to each testing window. To register, individuals go to [pearsonvue.com/fsot/](https://pearsonvue.com/fsot/) during the four-week period prior to a specific testing window to create an account, submit completed eligibility verification and application forms, and

select a location and seat for the specific test date.

**Yolonda Kerney**,  
Acting Director, GTM/TAC/BEX, Department of State.

[FR Doc. 2024–20840 Filed 9–12–24; 8:45 am]

BILLING CODE 4710–15–P

#### SURFACE TRANSPORTATION BOARD

[Docket No. FD 36808]

#### Georges Creek Division Railroad, LLC—Lease and Operation Exemption—Eighteen Thirty Group, LLC

Georges Creek Division Railroad, LLC (GCDR), a noncarrier, has filed a verified notice of exemption under 49 CFR part 1150, subpart D, to lease and conduct common carrier operations over approximately 14.49 miles of rail line as follows: (a) 13.94 miles of railroad line consisting of a portion of the former CSXT Transportation, Inc. (CSXT) Georges Creek Subdivision between approximately milepost BAI 31.6 at Westernport, Md., and approximately milepost BAI 18.46 at the end of the line at Carlos/Shaft, Md.; and (b) 0.55 miles of railroad consisting of a portion of the former CSXT Thomas Subdivision from approximately milepost BAH 26.25 at Barton, Md., to the end of track at approximately milepost BAH 26.80 at Westernport (collectively, the Lines).

According to the verified notice, the Lines are owned by Eighteen Thirty Group, LLC (Eighteen Thirty). The verified notice states that GCDR and Eighteen Thirty are finalizing a Land and Rail Assets Lease Agreement (Lease), under which GCDR will assume the right and obligation to offer and provide railroad common carrier service over the Lines. Furthermore, the verified notice states that the Lease will permit GCDR to enter into a land and rail assets sublease agreement with Western Maryland Scenic Railroad Development Corporation (WMSR), the noncarrier that controls GCDR, to enable WMSR to operate intrastate excursion and railroad tourism over the Lines.<sup>1</sup>

GCDR certifies that its projected annual revenue will not result in the creation of a Class I or Class II rail carrier and will not exceed \$5 million. GCDR also certifies that the agreement does not include an interchange commitment. The transaction may be consummated on or after September 28,

<sup>1</sup> According to the verified notice, under such a sublease, WMSR would assume all rights and obligations in the Lines under the Lease except the right and obligation to offer and provide railroad common carrier service, which GCDR would retain.

2024, the effective date of the exemption (30 days after the verified notice was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than September 20, 2024 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36808, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on GCDR's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606–3208.

According to GCDR, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

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

Decided: September 9, 2024.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

**Zantori Dickerson**,

Clearance Clerk.

[FR Doc. 2024–20762 Filed 9–12–24; 8:45 am]

BILLING CODE 4915–01–P

#### SURFACE TRANSPORTATION BOARD

[Docket No. FD 35508 (Sub-No. 2)]

#### Iowa Northern Railway Company—Lease Renewal Exemption—North Central Iowa Rail Corridor, LLC

Iowa Northern Railway Company (IANR) has filed a verified notice of exemption under 49 CFR 1180.2(d)(4) for the further renewal of its lease of the railroad property of North Central Iowa Rail Corridor, LLC (NCIRC), between milepost 48.12 at Belmont, Iowa, and milepost 75.95 at Forest City, Iowa, and 600 feet of connecting track at Garner, Iowa (the Line).

According to the verified notice, in 2011, IANR leased the Line from NCIRC for an initial term of ten years, pursuant to a lease and purchase agreement. See *Iowa N. Ry.—Operation Exemption—N. Cent. Rail Corridor, LLC*, FD 35508 (STB served May 26, 2011). In 2021, IANR extended the term of the lease three additional years, to September 30, 2024.

See *Iowa N. Ry.—Operation Exemption—N. Cent. Rail Corridor, LLC*, FD 35508 (Sub-No. 1) (STB served December 15, 2023). IANR states that it and NCIRC have agreed to a second amendment to renew the lease for an additional three years, to September 30, 2027. IANR states that the agreement does not include any provision that would limit the future interchange of traffic with a third-party connecting carrier.

IANR represents that the transaction involves a renewal of a lease that the Board previously authorized, and only an extension in time is involved. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(4).

This transaction may be consummated on or after September 29, 2024, the effective date of the exemption (30 days after the verified notice was filed).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than September 20, 2024.

All pleadings, referring to Docket No. FD 35508 (Sub-No. 2), must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, one copy of each pleading must be served on IANR's representative, Kevin M. Sheys, Law Offices of Kevin M. Sheys, 42 Brush Hill Rd., Sherborn, MA 01770.

According to IANR, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic reporting requirements under 49 CFR 1105.8(b).

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

Decided.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

**Raina White,**

*Clearance Clerk.*

[FR Doc. 2024-20855 Filed 9-12-24; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA-2024-0062]

#### Agency Information Collection Activities: Request for Comments for a New Information Collection

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) to approve a new information collection. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by October 15, 2024.

**ADDRESSES:** You may submit comments identified by DOT Docket ID Number 0062 by any of the following methods:

**Website:** For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

**Fax:** 1-202-493-2251.

**Mail:** Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001.

**Hand Delivery or Courier:** U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Chip Millard, Reduction of Truck Emissions at Port Facilities Grant Program Manager, 202-366-4415, Office of Transportation Management (HOTM), Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8:30 a.m. to 6 p.m. ET, Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** We published a **Federal Register** Notice with a 60-day public comment period

on this information collection on July 11, 2024, at [89 FR 56921]. There were no comments received.

**Title:** Reduction of Truck Emissions at Port Facilities Grant Program.

**Background:** The Bipartisan Infrastructure Law (BIL) created the Reduction of Truck Emissions at Port Facilities (RTEPF), which includes a discretionary grant program that was allocated up to \$400 million over the five-year life of the BIL. The BIL provides the RTEPF Grant Program funding to test, evaluate, and deploy projects that reduce port-related emissions from idling trucks, including through the advancement of port electrification and improvements in efficiency, focusing on port operations, including heavy-duty commercial vehicles, and other related projects.

**Respondents:** Eligible applicants for RTEPF Grant Program funds are entities that (1) have authority over, operate, or utilize port facilities and/or intermodal port transfer facilities, (2) have authority over areas within or adjacent to ports and intermodal port transfer facilities, or (3) will test and/or evaluate technologies that reduce truck emissions at port facilities and/or intermodal port transfer facilities.

**Frequency:** RTEPF Grant Program Notices of Funding Opportunity (NOFOs) will be issued annually during the life of the BIL, though some years of funding created for the program may be combined, resulting in a multi-year NOFO.

**Estimated Average Burden per Response:** 86 hours per respondent per application.

**Estimated Total Annual Burden Hours:** The total annual burden hours are 3,300 hours.

**Public Comments Invited:** You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, 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.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.48.