

Issued in Washington, DC, on November 18, 2015.

Latasha Robinson,

Management & Program Analyst, NextGen, Enterprise Support Services Division, Federal Aviation Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

U.S. Fish and Wildlife Service Long Range Transportation Plan for Service-Managed Lands

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of availability; request for comments.

Authority: 23 U.S.C. 204.

SUMMARY: The Federal Highway Administration, along with the U.S. Fish and Wildlife Service (Service), announce the availability of a draft Service Long Range Transportation Plan (LRTP) for public review and comment. The Draft LRTP outlines a strategy for improving and maintaining transportation assets that provide access to Service-managed lands nationally over the next 20 years. Preparing this document helps the Service meet transportation planning requirements under the Moving Ahead for Progress in the 21st Century Act (MAP-21).

DATES: Please provide your comments by December 23, 2015.

ADDRESSES: See Supplementary Information section for address to obtain copies or make comments.

FOR FURTHER INFORMATION CONTACT:

U.S. Fish and Wildlife Service (FWS), DOI: Steve Suder, (703) 358-1752
Federal Highway Administration (FHWA), DOT: Roxanne Bash, (360) 619-7558

SUPPLEMENTARY INFORMATION: After nearly three years of collaboration and planning, the U.S. Fish and Wildlife Service developed the Service's Long Range Transportation Plan for managed lands, including national wildlife refuges and national fish hatcheries. As the first national level, long range transportation planning document (called PLAN 2035) for a federal land management agency, completing this plan marks a significant achievement for transportation planning in the public lands arena.

U.S. Fish and Wildlife Service is tasked with managing a transportation system that provides mobility and

access to sensitive habitats and natural resources in rural landscapes, urban areas, wetlands, coastal plains, mountain highlands and everything in between.

With more than 150 million acres, 560 national wildlife refuges, 70 national fish hatcheries, and 38 wetland management districts, the task is daunting in scope alone. PLAN 2035 is our Agency's answer to solving challenges through transportation solutions. Safety toolkits, roadway design standards, multi-modal access opportunities and a myriad of other strategies and practices not only let us connect to and move freely about our lands, but also help us improve these legacy resources for generations of visitors to come.

The Service envisions a transportation system of not just roads and parking lots, but foot and bicycle paths, transit systems, bridges and water trails that lay lightly on the landscape, yet are resilient to the consequences of natural disasters. The guidance and strategies contained in PLAN 2035 will set the stage for achieving this lofty vision while establishing the transportation program as a progressive, innovative and integral part of the Service.

The draft LRTP is available on the following Web site: <http://flh.fhwa.dot.gov/programs/flpp/documents/2035-national-lrtp.pdf>. Submit comments electronically at fwslrtpcomments@fws.gov.

We also have a limited number of printed and CD-ROM copies of the draft plans. You may request a copy or submit written comments at the following address: Steve Suder; Attn: FWS National LRTP; US Fish and Wildlife Service, 5275 Leesburg Pike, MS-NWRS, Falls Church, VA 22041

Next Steps—After this comment period ends, we will analyze the comments and address them in the form of final LRTP.

Public Availability of Comments—Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

Dated: November 16, 2015.

Sandra Otto,

Division Director, Western Federal Lands Highway Division, FHWA, Vancouver, Washington.

[FR Doc. 2015-29779 Filed 11-20-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2015-0047]

Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that by a document dated May 8, 2015, the Stewartstown Railroad (STRT) has 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 215, Railroad Freight Car Safety Standards; Part 223, Safety Glazing Standards—Locomotives, Passenger Cars and Caboose; and Part 224, Reflectorization of Rail Freight Rolling Stock. FRA assigned the petition Docket Number FRA-2015-0047.

STRT owns 7.4 miles of railroad between Stewartstown and New Freedom, PA. The last revenue trains were operated in 2004. Over the last several years, volunteers have made repairs and upgrades to track, locomotives, and rolling stock. STRT initially intends to operate six-tenths of a mile out of Stewartstown and gradually expand services as more track is rehabilitated to Class 1 condition. Initial service will be provided by a 35-ton Plymouth locomotive and Caboose PRR 478173 to carry passengers for tourist railroad operations conducted at speeds not exceeding 10 mph. Caboose PRR 478173 is the subject of the present waiver petition.

STRT indicates that this car was built in February 1951, which makes the current date more than 50 years from the date of original construction, and STRT will therefore require relief from 49 CFR 215.203, *Restricted cars*, to continue the car in service. Because the caboose is not equipped with compliant glazing, STRT also requests relief from the requirements of 49 CFR 223.13, *Requirements for existing cabooses*. STRT notes that there is no history of vandalism and that retrofitting the caboose with compliant glazing would be cost prohibitive. Since STRT does not interchange equipment with any of the railroad, the railroad also requests relief from the requirements of 49 CFR 215.303, *Stenciling of restricted cars*.

STRT notes that there is no freight service on this line and none is anticipated in the near future. As the caboose will be used only in excursion passenger service, the railroad requests relief from the requirements of 49 CFR part 224.

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 Avenue 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 party desires an opportunity for oral comment, 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:

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

Communications received by December 23, 2015 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Anyone is able to 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.). In accordance with 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 www.dot.gov/privacy. See also <http://www.regulations.gov/#/privacyNotice> for the privacy notice of regulations.gov.

Issued in Washington, DC, on November 13, 2015.

Ron Hynes,

Director, Office of Technical Oversight.

[FR Doc. 2015-29686 Filed 11-20-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35965 (Sub-No. 1)]

Indiana Southern Railroad, LLC— Temporary Trackage Rights Exemption—Norfolk Southern Railway Company

By petition filed on October 5, 2015, Indiana Southern Railroad, LLC (ISRR), requests that the Board partially revoke the trackage rights class exemption, 49 CFR 1180.2(d)(7), as it pertains to the trackage rights arrangement exempted in Docket No. FD 35965, to permit those trackage rights to expire on January 1, 2020.

ISRR states that the temporary trackage rights agreement (Agreement) between ISSR and Norfolk Southern Railway Company (NS) exempted in Docket No. FD 35965 is intended to grant ISRR limited overhead temporary trackage rights to operate over and provide rail service to one customer on a portion of NS's rail line between milepost 0.8 EJ at Oakland City Junction, Ind., and milepost 4.8 EJ at Enosville, Ind. Notice of the exemption in FD 35965 was served and published in the **Federal Register** on October 21, 2015 (80 FR 63871). The transaction may be consummated on or after November 4, 2015, the effective date of ISRR's exemption.

Discussion and Conclusions

Although ISRR and NS have expressly agreed on the duration of the proposed Agreement, trackage rights approved under the class exemption at 49 CFR 1180.2(d)(7) typically remain effective indefinitely, regardless of any contract provisions. Occasionally, however, trackage rights exemptions have been granted for a limited time period rather than in perpetuity. See, e.g., Union Pac. R.R.—Trackage Rights Exemption—Burlington N. & Santa Fe Ry., FD 34242 (Sub-No. 1) (STB served Oct. 7, 2002).

Under 49 U.S.C. 10502, the Board may exempt a person, class of persons, or a transaction or service, in whole or in part, when it finds that: (1) Continued regulation is not necessary to carry out

the rail transportation policy of 49 U.S.C. 10101; and (2) either the transaction or service is of limited scope, or regulation is not necessary to protect shippers from the abuse of market power.

ISRR's temporary trackage rights were already authorized under the class exemption at 49 CFR 1180.2(d)(7). Granting partial revocation in these circumstances will promote the rail transportation policy by eliminating the need to file a second pleading seeking discontinuance when the agreement expires, thereby promoting rail transportation policy goals at 49 U.S.C. 10101(2), (4), (5), (7), and (15). Moreover, limiting the term of the trackage rights is consistent with the limited scope of the transaction previously exempted. Therefore, we will grant the petition and permit the trackage rights exempted in Docket No. FD 35965 to expire on January 1, 2020.

To provide the statutorily mandated protection to any employee adversely affected by the discontinuance of trackage rights, we will impose the employee protective conditions set forth in Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho (Oregon Short Line), 360 I.C.C. 91 (1979).

It is ordered:

1. The petition for partial revocation is granted.

2. Under 49 U.S.C. 10502, the trackage rights described in Docket No. FD 35965 are exempted, as discussed above, to permit the trackage rights to expire on January 1, 2020, subject to the employee protective conditions set forth in Oregon Short Line.

3. Notice will be published in the **Federal Register** on November 23, 2015.

4. This decision is effective on December 23, 2015. Petitions to stay must be filed by December 3, 2015. Petitions for reconsideration must be filed by December 14, 2015.

Decided: November 17, 2015.

By the Board, Chairman Elliott, Vice Chairman Begeman, and Commissioner Miller.

Kenyatta Clay,
Clearance Clerk.

[FR Doc. 2015-29794 Filed 11-20-15; 8:45 am]

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