

2016, a copy of the verified notice was posted at the workplaces of the employees on the line and served on the national offices of all labor unions with employees on the line.

The transaction may be consummated on or after July 31, 2016, the effective date of the exemption (30 days after the supplemental notice of exemption 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 July 22, 2016 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 36028, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Robert A. Wimbish, Fletcher & Sippel LLC, 29 N. Wacker Drive, Suite 920, Chicago, IL 60606, and Karl Morell, Karl Morell & Associates, Suite 225, 655 Fifteenth St. NW., Washington, DC 20005.

According to KNWA, this action is categorically excluded from environmental review under 49 CFR 1105.6(c).

Board decisions and notices are available on our Web site at WWW.STB.DOT.GOV.

Decided: July 12, 2016.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

Tia Delano,
Clearance Clerk.

[FR Doc. 2016-16796 Filed 7-14-16; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity for Public Comment on Non-Rulemaking Action To Change Land Use From Aeronautical to Non-Aeronautical at Jackson-Medgar Wiley Evers International Airport, Jackson, Mississippi

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: Under the provisions of title 49, U.S.C. 47153(c), notice is being given that the FAA is considering a request from the Jackson Municipal

Airport Authority to waive the requirement that a 130 acre parcel of surplus property, located on Jackson-Medgar Wiley Evers International Airport, be used for aeronautical purposes.

DATES: Comments must be received on or before August 15, 2016.

ADDRESSES: Comments on this notice may be mailed or delivered in triplicate to the FAA at the following address: Jackson Airports District Office, Attn: Jeff Orr, Program Manager, 100 West Cross Street, Suite B, Jackson, MS 39208-2307.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Carl Newman, Chief Executive Officer, Jackson Municipal Airport Authority at the following address: P.O. Box 98109, Jackson, MS 39298-8109.

FOR FURTHER INFORMATION CONTACT: Jeff Orr, Program Manager, Jackson Airports District Office, 100 West Cross Street, Suite B, Jackson, MS 39208-2307, (601) 664-9885. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: If the proposal is approved, the airport layout plan will be updated to reflect the change in the land use on 130 acres from aeronautical to non-aeronautical. The property will then be leased for Commercial Development. The location of the land relative to existing or anticipated aircraft noise contours greater than 65 DNL are not considered to be an issue. The proceeds from the lease of this property will be used for airport purposes. The proposed use of this property is compatible with airport operations.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the request, notice and other documents germane to the request in person at the Jackson-Medgar Wiley Evers International Airport.

Issued in Jackson, Mississippi on July 7, 2016.

William J. Schuller,

Acting Manager, Jackson Airports District Office, Southern Region.

[FR Doc. 2016-16815 Filed 7-14-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2016-0002-N-14]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice and request for comments.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA), this notice announces FRA is forwarding the renewal of the information collection requirements (ICR) abstracted below to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. On February 25, 2016, OMB approved Form FRA F 1680.167 for 180 days under emergency clearance procedures. FRA seeks regular clearance of this form for the maximum period (3 years) to comply with Fixing America's Surface Transportation Act (FAST Act) requirements. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collection of information was published on March 24, 2016.

DATES: Comments must be submitted on or before August 15, 2016.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Information Collection Clearance Officer, Office of Railroad Safety, Safety Regulatory Analysis Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Avenue SE., Mail Stop 25, Washington, DC 20590, (202) 493-6292, or Ms. Kimberly Toone, Information Collection Clearance Officer, Office of Administration, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Avenue SE., Mail Stop 35, Washington, DC 20590, (202) 493-6132. These telephone numbers are not toll-free.

SUPPLEMENTARY INFORMATION: The PRA, 44 U.S.C. 3501-3520, and its implementing regulations, Title 5 Code of Federal Regulations (CFR) part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. See 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), and 1320.12. On March 24, 2016, FRA published a 60-day notice in the **Federal Register** soliciting comment on ICRs for which the agency is seeking OMB approval. See 81 FR 15781. FRA

received no comment in response to that notice. However, FRA did receive a comment from the Association of American Railroads (AAR) on February 26, 2016, in response to FRA's February 19, 2016, **Federal Register** notice (*see* 81 FR 8588) requesting Emergency Clearance from OMB for the information collection activities described below. FRA is responding to that comment now.

AAR commented that FRA expects the railroads will provide information on (i) the type of bridge (superstructure) and (ii) type of structure (substructure). AAR states "there are different interpretations of these terms that fulfill the requirements of the FAST Act, including that the 'type of bridge' means its material composition and 'type of structure' means its superstructure." FRA finds that AAR's comment is reasonable and FRA will interpret "type of bridge" to mean its material composition and "type of structure" to mean its superstructure. As examples, the combination of type of bridge and structure could yield descriptions such as: Stone Arch, Steel Through Plate Girder on Concrete Abutments, Steel Multi-beams on Stone Abutments and Steel Column Bents, and Concrete Box Beams on Reinforced Concrete Piers and Abutments.

Additionally, AAR commented that FRA will require railroads to respond to the inspection report request within 30 days. AAR explains that "as the FAST Act does not require a railroad to respond to a request in a set time period, FRA should allow a railroad additional time to respond to a request for multiple public bridge inspection reports." FRA believes that 30 days is sufficient time for railroads to respond. However, FRA will consider longer periods on a case-by-case basis if there are extenuating circumstances.

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. *See* 44 U.S.C. 3507(b), 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. *See* 44 U.S.C. 3507(b)–(c); 5 CFR 1320.12(d); *see also* 60 FR 44978, 44983, August 29, 1995. OMB believes that the 30-day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. *See* 60 FR 44983, August 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. *See* 5

CFR 1320.12(c); *see also* 60 FR 44983, August 29, 1995.

The summary below describes the ICR and its expected burden. The renewal request is being submitted for OMB clearance as the PRA requires.

Title: Bridge Safety Standards.

OMB Control Number: 2130–0586.

Abstract: On December 4, 2015, U.S. President Barack Obama signed the FAST Act into law (Pub. L. 114–94). Section 11405, Bridge Inspection Reports, provides a means for a State or a political subdivision of a State to obtain a public version of a bridge inspection report generated by a railroad for a bridge located within its respective jurisdiction. While the FAST Act specifies that requests for such reports must be filed with the Secretary of Transportation, the responsibility for fulfilling these requests is delegated to FRA. *See* 49 CFR 1.89.

FRA previously revised its currently approved information collection to account for the additional burden States and political subdivisions of States will incur for requesting a public version of a bridge inspection report generated by a railroad for a bridge located within its respective jurisdiction. FRA developed a new form titled "Bridge Inspection Report Public Version Request Form" to facilitate such State and their political subdivisions' requests. Additionally, FRA revised its currently approved information collection to account for the additional burden railroads will incur to provide the public version of a bridge inspection report upon FRA request.

As background, on July 15, 2010, FRA published its Bridge Safety Standards Final Rule. *See* 75 FR 41281. The final rule on bridge safety standards normalized and established Federal requirements for railroad bridges. The final rule establishes minimum requirements to assure the structural integrity of railroad bridges and to protect the safe operation of trains over those bridges. The final rule requires railroads/track owners to implement bridge management programs to prevent the deterioration of railroad bridges and to reduce the risk of human casualties, environmental damage, and disruption to the Nation's transportation system that would result from a catastrophic bridge failure. Bridge management programs must include annual inspection of bridges as well as special inspections, which must be conducted if natural or accidental events cause conditions that warrant such inspections. Lastly, the final rule requires railroads/track owners to audit bridge management programs and bridge inspections and to keep records mandated under 49 CFR part 237,

Bridge Safety Standards. This final rule culminated FRA's efforts to develop and promulgate bridge safety regulations and fulfilled the Rail Safety Improvement Act of 2008 (Pub. L. 110–432, Division A) mandate.

FRA uses the information collected to ensure railroads/track owners meet Federal standards for bridge safety and comply with all the requirements of this regulation. In particular, FRA uses the collection of information to confirm that railroads/track owners adopt and implement bridge management programs to properly inspect, maintain, modify, and repair all bridges that carry trains over them and for which they are responsible. Railroads/track owners must conduct annual inspections of railroad bridges. Further, railroads/track owners must incorporate provisions for internal audits into their bridge management program and must conduct internal audits of bridge inspection reports. Railroads/track owners use the internal audit information to verify the inspection provisions of the bridge management program are being followed and to continually evaluate the effectiveness of their bridge management program and bridge inspection activities. FRA uses this information to ensure railroads/track owners implement a safe and effective bridge management program and bridge inspection regime.

Type of Request: Extension without change of a currently approved information collection under regular clearance procedures.

Affected Public: Businesses (Railroads).

Form(s): Form FRA F 6180.167.

Total Annual Estimated Responses for New FAST Act Requirements: 150.

Total Annual Estimated Responses for Entire Information Collection: 49,271.

Total Annual Estimated Burden for New FAST Act Requirements: 81 hours.

Total Annual Estimated Burden for Entire Information Collection: 224,689 hours.

Addressee: Send comments regarding these information collections to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street NW., Washington, DC 20503, Attention: FRA Desk Officer. Comments may also be sent via email to OMB at the following address: oira_submissions@omb.eop.gov.

Comments are invited on the following: Whether the proposed collections of information are necessary for the proper performance of the functions of the Department, including (i) whether the information will have practical utility; (ii) the accuracy of the

Department's estimates of the burden of the proposed information collections; (iii) ways to enhance the quality, utility, and clarity of the information to be collected; and (iv) ways to minimize the burden of the collections of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC, on July 12, 2016.

Corey Hill,

Executive Director.

[FR Doc. 2016–16771 Filed 7–14–16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2016–0055]

Petition for Waiver of Compliance

In accordance with part 211 of title 49 Code of Federal Regulations (CFR), this provides the public notice that by a document dated April 1, 2016, Union Pacific Railroad (UP) 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 229—Railroad Locomotive Safety Standards. FRA assigned the petition Docket Number FRA–2016–0055.

Specifically, UP is seeking an exemption, until October 1, 2018, from the requirements of 49 CFR 229.135(b)(5) and (6), which require the use of a crash-hardened memory module as specified in Appendix D to part 229.

Title 49 CFR 229.135(b)(5) and (6) allow for a phased-in approach for upgrading the memory modules. Railroads are not required to replace functioning modules installed prior to the availability of crash-worthy modules (CHM) until the locomotives are remanufactured. Similarly, outside of the remanufacturing process, railroads have been permitted to use replacement modules that do not meet Appendix D requirements if the modules were originally manufactured prior to 2010.

As background, in September 2011, UP submitted a Request for Proposal to multiple vendors to procure a Locomotive Data Acquisition Recording System (LDARS) to meet FRA's requirement to calibrate/synchronize the event recorder and Positive Train

Control (PTC) data feeds into a CHM. UP awarded the contract in March 2012 for the development of a crash-worthy LDARS in accordance with the Federal requirements. These modules would capture and synchronize existing FRA-required event-recorder data and FRA-required PTC information. In addition, UP specified LDARS be capable of recording event-recorder data feeds from a variety of locomotive control systems and data collection devices and integrating with currently installed event recorders. The vendor promised a scheduled delivery date of April 2014. However, UP did not receive a production-capable LDARS unit until September 2014. UP purchased and had planned to deploy 1,500 LDARS systems starting in the fourth quarter of 2014 but due to technology issues with LDARS, the purchased units had to be shipped back to the vendor for rework, and subsequent production of LDARS units stopped. The vendor has certified LDARS as being U.S. Department of Transportation crashworthy.

As a result of these unanticipated issues, UP experienced significant delay in accepting and installing LDARS products. There were several issues contributing to the delay, specifically, issues with the memory module firmware and LSI interface, resulting in gaps in the recorded data and gaps in the video and audio feed. These issues have required UP to “shop” the locomotives for a third time for installation of PTC onboard components.

Of the 5,656 planned PTC locomotives UP intends to replace, roughly 1,100 event recorders are not capable of integration with LDARS. There are 2,000 crash-hardened integrated data recorders that will be replaced with LDARS to meet FRA calibration requirements.

UP has more than 2,500 locomotives that have all of the equipment installed for PTC with the exception of LDARS. After UP qualifies LDARS, installation will be scheduled on the 90-day periodic maintenance inspection cycle for the 2,500 locomotives which are PTC ready, except for LDARS that are in the fleet today. The balance will be installed as UP continues to equip through September 2018, roughly 1,100 locomotives per year.

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 August 29, 2016 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 www.regulations.gov.

Robert C. Lauby,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2016–16705 Filed 7–14–16; 8:45 am]

BILLING CODE 4910–06–P