

service to comply with the following conditions:

1. They must be a U.S. citizen.
2. They cannot be a full-time employee of a U.S. governmental entity.
3. They cannot be a federally registered lobbyist.
4. They cannot be registered with the U.S. Department of Justice under the Foreign Agents Registration Act.
5. For a representative sponsored by an organization, they must be associated with a U.S. organization whose members (or funders or mission) have a demonstrated interest in issues relevant to Indigenous representation and economies.

6. For eligibility purposes, a 'U.S. organization' is an organization established under the laws of the United States, that is controlled by U.S. citizens, by another U.S. organization (or organizations), or by a U.S. entity (or entities), determined based on its board of directors (or comparable governing body), membership and funding sources, as applicable. To qualify as a U.S. organization, more than 50 percent of the board of directors (or comparable governing body) and more than 50 percent of the membership of the organization to be represented must be U.S. citizens, U.S. organizations, or U.S. entities. Additionally, at least 50 percent of the organization's annual revenue must be attributable to nongovernmental U.S. sources.

In order to be considered for appointment as an Indigenous Peoples' representative, qualified individuals should submit the following to the Office of Intergovernmental Affairs and Public Engagement at [mbx.ustr.iape@ustr.eop.gov](mailto:mbx.ustr.iape@ustr.eop.gov) by the December 6, 2024, 5 p.m. EST deadline:

- Name, title, affiliation, and contact information of the applicant.
- The applicant's personal resume.
- A statement explaining how the applicant meets the eligibility criteria, why USTR would benefit from having the applicant on the U.S. Observer delegation, and how the applicant can serve the interests of all Indigenous communities in the United States.

USTR will consider applicants who meet the eligibility criteria in accordance with equal opportunity practices that promote diversity, equity, inclusion and accessibility.

**Roberto Soberanis,**

*Assistant U.S. Trade Representative for Intergovernmental Affairs and Public Engagement, Office of the United States Trade Representative.*

[FR Doc. 2024-25111 Filed 10-28-24; 8:45 am]

BILLING CODE 3390-F4-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

[FAA-2024-1636]

**Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Generic Clearance for the Collection of Qualitative Feedback on Agency Service Delivery**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

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

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 23, 2024. As part of a Federal Government-wide effort to streamline the process to seek feedback from the public on service delivery, FAA has an approved Generic Information Collection Request (Generic ICR): "Generic Clearance for the Collection of Qualitative Feedback on Agency Service Delivery."

**DATES:** Written comments should be submitted by November 29, 2024.

**ADDRESSES:** Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this particular information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

**FOR FURTHER INFORMATION CONTACT:** Barbara Hall at (940) 594-5913, or by email at: [Barbara.L.Hall@faa.gov](mailto:Barbara.L.Hall@faa.gov).

**SUPPLEMENTARY INFORMATION:**

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information.

*OMB Control Number:* 2120-0746.

*Title:* Generic Clearance for the Collection of Qualitative Feedback on Agency Service Delivery.

*Form Numbers:* NA.

*Type of Review:* Renewal of an information collection.

*Background:* The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 23, 2024 (89 FR 45731). The information collection activity will garner qualitative customer and stakeholder feedback in an efficient, timely manner, in accordance with the Administration's commitment to improving service delivery. By qualitative feedback we mean information that provides useful insights on perceptions and opinions but are not statistical surveys that yield quantitative results that can be generalized to the population of study. This feedback will provide insights into customer or stakeholder perceptions, experiences and expectations, provide an early warning of issues with service, or focus attention on areas where communication, training or changes in operations might improve delivery of products or services. These collections will allow for ongoing, collaborative and actionable communications between the Agency and its customers and stakeholders. It will also allow feedback to contribute directly to the improvement of program management. Feedback collected under this generic clearance will provide useful information, but it will not yield data that can be generalized to the overall population. This type of generic clearance for qualitative information will not be used for quantitative information collections that are designed to yield reliably actionable results, such as monitoring trends over time or documenting program performance. Such data uses require more rigorous designs that address: The target population to which generalizations will be made, the sampling frame, the sample design (including stratification and clustering), the precision requirements or power calculations that justify the proposed sample size, the expected response rate, methods for assessing potential non-response bias, the protocols for data collection, and any testing procedures that were or will be undertaken prior fielding the study. Depending on the degree of influence the results are likely to have, such collections may still be eligible for submission for other generic mechanisms that are designed to yield quantitative results.

*Respondents:* 110,000 Individuals and Households, Businesses and Organizations, State, Local or Tribal Government.

*Frequency:* Once per request.

*Estimated Average Burden per Response: 10 minutes.*

*Estimated Total Annual Burden: 18,330 hours.*

Issued in Fort Worth, TX, on October 24, 2024.

**Barbara L. Hall,**

*FAA Information Collection Clearance Officer, Performance, Policy, and Records Management, Branch, ASP-110.*

[FR Doc. 2024-25084 Filed 10-28-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2006-25040]

#### Petition for Modification of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated August 21, 2024, Capital Metropolitan Transportation Authority (CMTY) petitioned the Federal Railroad Administration (FRA) for a modification of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 222 (Use of Locomotive Horns at Public Highway-Rail Grade Crossings), part 229 (Railroad Locomotive Safety Standards), part 231 (Railroad Safety Appliance Standards), part 234 (Grade Crossing Safety), and part 238 (Passenger Equipment Safety Standards). The relevant Docket Number is FRA-2006-25040.

Specifically, CMTY requested to amend its current waiver that provides relief for its commuter rail system that connects downtown Austin, Texas, with Austin's northern suburbs along 32 miles with 9 stations. CMTY seeks to add a fleet of four Stadler GTW fourth-generation diesel multiple unit (DMU) rail vehicles to its existing fleet of six Stadler GTW first-generation DMUs.

In support of its request, CMTY explained that their vehicles demonstrate "an equivalent level of safety and compliance," given the Alternative Vehicle Technology final rule amendments in 49 CFR part 238.

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 December 30, 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 U.S. 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.*

[FR Doc. 2024-25083 Filed 10-28-24; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2017-0087]

#### Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter received July 15, 2024, TEXRail 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 238 (Passenger Equipment Safety Standards). The relevant Docket Number is FRA-2017-0087.

Specifically, TEXRail seeks relief from § 238.309(b)(2), *Periodic brake equipment maintenance*, regarding the required clean, oil, test, and stencil

(COTS) air brake maintenance, for two years due to "the brake system and parts manufacturer delay in production." TEXRail further stated that the manufacturer, Knorr Air Brake Berlin, "is the only facility qualified to repair our [a]ir [b]rake equipment" and that the relief would allow TEXRail to continue revenue service while the equipment is awaiting the required COTS overhaul. TEXRail asserts that it will ensure the brake systems will remain in proper functioning condition and are safe to operate. Specifically, it will "complete a Tri-annual inspection, minus replacing the actual brake components" and perform a "daily Class 1 brake test." TEXRail states it will perform a "weekly Teloc download to ensure the brake system is working as intended during the Class 1 Brake Test."

TEXRail's existing grant of relief in this docket provides a waiver from certain other regulations pertaining to the design of TEXRail's Stadler FLIRT equipment. The equipment was built to current European design and regulatory standards, with modifications and updates for use in the United States.

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 December 30, 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 U.S. 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