

**DEPARTMENT OF TRANSPORTATION****Federal Railroad Administration****[Docket Number FRA–2025–0030]****Notice of Petition for Waiver of Compliance**

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

**ACTION:** Notice.

**SUMMARY:** This document provides the public notice that Sonoma-Marín Area Rail Transit (SMART) District petitioned FRA for relief from certain regulations concerning safety appliances.

**DATES:** FRA must receive comments on the petition by May 30, 2025. FRA will consider comments received after that date to the extent practicable.

**ADDRESSES:**

*Comments:* Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

*Instructions:* All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

*Docket:* For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

**FOR FURTHER INFORMATION CONTACT:**

Harry Weisinger, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202–493–0036, email: [harold.weisinger@dot.gov](mailto:harold.weisinger@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter received February 7, 2025, SMART petitioned FRA for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 231 (Railroad Safety Appliance Standards). FRA assigned the petition Docket Number FRA–2025–0030.

Specifically, SMART seeks relief from § 231.14(f)(4)(i), *Passenger-train cars without end platforms*, which states that side door steps “exceeding 18 inches in depth shall have an additional tread and

be laterally braced.” SMART’s 18 Nippon Sharyo diesel multiple units (DMUs) operating in passenger service each currently have four compliant, 2-ring sill steps that occasionally cause crews to enter and exit cars where they must step more than 24 inches to the ground, which increases safety risks. SMART explains that it has tested a 3-ring sill step that reduces the distance to the ground to 14 inches, but SMART finds that lateral bracing on these steps “is impractical and would make repairs and maintenance on the equipment mounted behind the sill steps more difficult.” SMART proposes “to add a third step to the existing two step configuration” to “reduce injury risk for our employees that have to mount/dismount the equipment outside of the maintenance facility.”

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](https://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 party desires 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.

Communications received by May 30, 2025 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

**Privacy Act**

Anyone can search the electronic form of any written communications and comments received into any of FRA’s 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 inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](https://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 [regulations.gov](https://www.regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety, Chief Safety Officer.*

[FR Doc. 2025–07485 Filed 4–29–25; 8:45 am]

**BILLING CODE 4910–06–P**

**DEPARTMENT OF TRANSPORTATION****Federal Railroad Administration****[Docket Number FRA–2012–0079]****Notice of Petition for Extension of Waiver of Compliance**

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

**ACTION:** Notice.

**SUMMARY:** This document provides the public notice that Long Island Rail Road (LIRR) petitioned FRA for an extension of relief from certain regulations concerning hours of service.

**DATES:** FRA must receive comments on the petition by May 30, 2025. FRA will consider comments received after that date to the extent practicable.

**ADDRESSES:**

*Comments:* Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

*Instructions:* All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

*Docket:* For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

**FOR FURTHER INFORMATION CONTACT:** Bill Smith, Railroad Safety Specialist, FRA Operating Practices Division, telephone: 682–305–6709, email: [william.smith@dot.gov](mailto:william.smith@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated April 3, 2025, LIRR petitioned FRA for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 228 (Passenger Train Employee Hours of Service;

Recordkeeping and Reporting; Sleeping Quarters). The relevant Docket Number is FRA–2012–0079.

Specifically, LIRR seeks an extension of relief from the on-duty requirements in § 228.405(a)(3), *Limitations on duty hours of train employees engaged in commuter or intercity rail passenger transportation*, which states that a train employee may not go on duty, under certain circumstances, including in a series of at most 14 consecutive calendar days. The existing relief allows LIRR employees to “reset” the series of at most 14 consecutive calendar days after a “general pick” (a biannual event allowing train employees to bid on jobs, with jobs being awarded based on an employee’s seniority) or a large timetable revision. In its petition, LIRR explains that the relief is needed during the general picks, which occur in May and November of each year, and the timetable revisions, also occurring about twice per year.

In support of its request, LIRR states that the unions representing employees impacted by the relief (the International Association of Sheet Metal, Air, Rail and Transportation Workers—General Committee of Adjustment 505 and the Brotherhood of Locomotive Engineers and Trainmen—General Committee of Adjustment) support the request for extension.

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 party desires 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.

Communications received by May 30, 2025 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

#### Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA’s 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 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. 2025–07483 Filed 4–29–25; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2013–0059]

#### Notice of Petition for Extension of Waiver of Compliance

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

**ACTION:** Notice.

**SUMMARY:** This document provides the public notice that Long Island Rail Road (LIRR) petitioned FRA for an extension of relief from certain regulations concerning material modification of railroad interlocking systems.

**DATES:** FRA must receive comments on the petition by May 30, 2025. FRA will consider comments received after that date to the extent practicable.

#### ADDRESSES:

*Comments:* Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

*Instructions:* All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

*Docket:* For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

#### FOR FURTHER INFORMATION CONTACT:

Scott Johnson, Railroad Safety Specialist, FRA Signal, Train Control, and Crossings Division, telephone: 406–

210–3608, email: [scott.j.johnson@dot.gov](mailto:scott.j.johnson@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated February 4, 2025, LIRR petitioned FRA for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 236 (Rules, Standards, and Instructions Governing the Installation, Inspection, Maintenance, and Repair of Signal and Train Control Systems, Devices, and Appliances). The relevant Docket Number is FRA–2013–0059.

Specifically, LIRR seeks an extension of relief from § 236.312, *Movable bridge, interlocking of signal appliances with bridge devices*,<sup>1</sup> pertaining to the DB drawbridge on the Montauk Branch in Long Island City, New York. The existing relief applies to the previous removal of “all associated locking devices from the interlocking signal circuitry due to the installation of straight rail over both bridge[s], which permanently rendered the bridges fixed in place and no longer operable.” LIRR states that the locking devices are therefore no longer necessary.

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 party desires 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.

Communications received by May 30, 2025 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

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<sup>1</sup> In its February 4, 2025, petition, LIRR requested relief from § 235.5(a)(3), which provides changes of signal systems that require filing of an application. In FRA’s April 27, 2020, decision letter, LIRR was granted relief from § 236.312, and FRA assumes that LIRR is requesting relief from this same regulation.