

minutes late that late customers arrive at their detaining stations, reported by route. This metric excludes on-time customers that arrive within 15 minutes of their scheduled time.

#### § 273.7 Customer service.

(a) *Customer satisfaction.* The customer satisfaction metric is the percent of respondents to the Amtrak customer satisfaction survey who provided a score of 70 percent or greater for their “overall satisfaction” on their most recent trip, by route.

(b) *Amtrak personnel.* The Amtrak personnel metric is the average score from respondents to the Amtrak customer satisfaction survey for their review of Amtrak personnel on their most recent trip, by route, updated on an annual basis.

(c) *Information given.* The information given metric is the average score from respondents to the Amtrak customer satisfaction survey for their review of information provided by Amtrak on their most recent trip, by route, updated on an annual basis.

(d) *On-board comfort.* The on-board comfort metric is the average score from respondents to the Amtrak customer satisfaction survey for their review of on-board comfort on their most recent trip, by route, updated on an annual basis.

(e) *On-board cleanliness.* The on-board cleanliness metric is the average score from respondents to the Amtrak customer satisfaction survey for their review of on-board cleanliness on their most recent trip, by route, updated on an annual basis.

(f) *On-board food service.* The on-board food service metric is the average score from respondents to the Amtrak customer satisfaction survey for their review of on-board food service on their most recent trip, by route, updated on an annual basis.

#### § 273.9 Financial.

(a) *Cost recovery.* The cost recovery metric is Amtrak’s adjusted operating revenue divided by Amtrak’s adjusted operating expense. This metric is reported at the corporate level/system-wide and for each route and is reported in constant dollars of the reporting year based on the Office of Management and Budget’s gross domestic product chain deflator.

(b) *Avoidable operating costs covered by passenger revenue.* The avoidable operating costs covered by passenger revenue metric is the percent of avoidable operating costs divided by

passenger revenue for each route, shown with and without State operating payments.

(c) *Fully allocated core operating costs covered by passenger revenue.* The fully allocated core operating costs covered by passenger revenue metric is the percent of fully allocated core operating costs divided by passenger revenue for each route, shown with and without State operating subsidies.

(d) *Ridership.* The ridership metric is the number of passenger-miles divided by train-mile for each route.

#### § 273.11 Public benefits.

(a) *Connectivity.* The connectivity metric is the percent of passengers connecting to and from other Amtrak routes, updated on an annual basis.

(b) *Missed connections.* The missed connections metric is the percent of passengers connecting to/from other Amtrak routes who missed connections due to a late arrival from another Amtrak train, reported by route and updated on an annual basis.

(c) *Community access.* The community access metric is the percent of Amtrak passenger-trips to and from not well-served communities, updated on an annual basis.

(d) *Service availability.* The service availability metric is the total number of daily Amtrak trains per 100,000 residents in a metropolitan statistical area (MSA) for each of the top 100 MSAs in the United States, shown in total and adjusted for time of day, updated on an annual basis.

Issued in Washington, DC.

**Ronald L. Batory,**  
Administrator.

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## DEPARTMENT OF COMMERCE

### National Oceanic and Atmospheric Administration

#### 50 CFR Part 253

[Docket No. 180220192–8192–01]

RIN 0648–BH82

#### Shipping Act, Merchant Marine, and Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act) Provisions; Fishing Vessel, Fishing Facility and Individual Fishing Quota Lending Program

**AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and

Atmospheric Administration (NOAA), Commerce.

**ACTION:** Proposed rule; withdrawal.

**SUMMARY:** The National Marine Fisheries Service (NMFS) withdraws a proposed rule proposing to implement Fisheries Finance Program (FFP) financing of the cost of constructing new fishing vessels. NMFS published the proposed rule in the **Federal Register** on November 2, 2018. After careful consideration, NMFS has decided that the proposed changes discussed in the proposed rule are not warranted at this time.

**DATES:** The proposed rule published on November 2, 2018 (83 FR 55137), is withdrawn as of March 31, 2020.

**FOR FURTHER INFORMATION CONTACT:** Elaine Saiz, NMFS, (301) 427–8752, [elaine.saiz@noaa.gov](mailto:elaine.saiz@noaa.gov).

**SUPPLEMENTARY INFORMATION:** In 2016, Congress passed section 302 of the Coast Guard Authorization Act of 2015, which included specific authority for the FFP to finance the construction of fishing vessels in a fishery that is managed under a limited access system. The proposed regulations provided guidance to implement this financing while also protecting fish resources.

NMFS published a proposed rule to implement the financing in the **Federal Register** on November 2, 2018, (83 FR 55137).

Following public comment and consultations with the President’s Office of Management and Budget, NMFS again analyzed the effects of the proposed rule and decided that the changes covered in the proposed rule are not warranted at this time. Therefore, NMFS is withdrawing the proposed rule published in the **Federal Register** on November 2, 2018 (83 FR 55137).

**Authority:** 16 U.S.C. 1801 *et seq.*

Dated: March 23, 2020.

**Samuel D. Rauch III,**

Deputy Assistant Administrator for Regulatory Programs, National Marine Fisheries Service.

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