

Under the Financial and Operating Statistics (F&OS) program, FMCSA collects from Class I and Class II for-hire motor carriers balance sheet and income statement data along with information on safety needs, tonnage, mileage, employees, transportation equipment, and other related data. FMCSA may also ask carriers to respond to surveys concerning their operations. The data and information collected is available to the public via FOIA requests, and may be used by FMCSA to determine a motor carrier's compliance with the F&OS program requirements prescribed at chapter III of title of 49 CFR part 369. FMCSA has created electronic forms that may be prepared, signed electronically, and submitted to FMCSA via <https://ask.fmcsa.dot.gov/app/ask/>.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FMCSA to perform its functions; (2) the accuracy of the estimated burden; (3) ways for the FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority delegated in 49 CFR 1.87 on:

Kenneth Riddle,

Acting Associate Administrator, Office of Research and Registration.

[FR Doc. 2020-16597 Filed 7-30-20; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2020-0062]

Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on July 16, 2020, the Florida Department of Transportation, Central Florida Rail Corridor/SunRail (CFRC) 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 236. FRA assigned the petition Docket Number FRA-2020-0062.

as set forth in Note A of 49 CFR 369.2; and (2) Class II carriers are those having annual carrier operating revenues (including interstate and intrastate) of at least \$3 million, but less than \$10 million after applying the revenue deflator formula as set forth in 49 CFR 369.2.

Specifically, CFRC seeks relief from the requirements of 49 CFR 236.109, *Time releases, timing relays, and timing devices*; § 236.377, *Approach locking*; § 236.378, *Time locking*; § 236.379, *Route locking*; § 236.380, *Indication locking*; and § 236.381, *Traffic locking*, on vital microprocessor-based systems. Many of CFRC's interlockings, control points, and other locations are controlled by solid-state vital microprocessor-based systems. These systems utilize programmed logic equations in lieu of relays or other mechanical components for control of both vital and non-vital functions. The logic does not change once a microprocessor-based system has been tested and locking tests are documented on installation. CFRC proposes to verify and test signal locking systems and non-configurable timers controlled by microprocessor-based equipment by use of alternative procedures every 4 years after initial baseline testing or program change as follows:

- Verifying the cyclic redundancy check/check sum/universal control number of the existing location's specific application logic to the previously-tested version.
- Testing the appropriate interconnection to the associated signaling hardware equipment outside of the processor for switch indication, track indication, searchlight signal indication, approach locking (if external) to verify correct and intended inputs to and outputs from the processor are maintained.

- Analyze and compare the results of the 4-year alternative testing with the results of the baseline testing performed at the location and submit the results to FRA.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at 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, 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:

- **Website:** <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 Ave. SE, W12-140, Washington, DC 20590.

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

Communications received by September 14, 2020 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 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.). 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, 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.

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2020-16682 Filed 7-30-20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2010-0124]

Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on July 23, 2020, Railtown 1897 State Historic Park (Railtown) petitioned the Federal Railroad Administration (FRA) to extend its special approval and request a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 215, Railroad Freight Car Safety Standards. FRA assigned the petition Docket Number FRA-2010-0124.

Specifically, Railtown seeks to renew its special approval pursuant to 49 CFR 215.203, *Restricted cars*, to continue in service one cupola caboose originally shop built in 1923. Railtown also seeks

relief (not previously granted for this caboose) from § 215.303, *Stenciling of restricted cars*, due to the historic nature of the caboose.

Railtown states that this caboose has a maximum load of 30 passengers with a combined weight not to exceed 5,000 pounds. It will be used for excursion train service on 3 miles of privately owned track. Railtown is part of the California State Park System and is owned and operated by the State of California. Trained, paid and volunteer staff of the State of California operate and maintain the caboose. This caboose will not be interchanged with other railroads.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at 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 by any of the following methods:

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

Communications received by September 14, 2020 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 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.). 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, 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/privacyNotice> for the privacy notice of *regulations.gov*.

Issued in Washington, DC.

John Karl Alexy,
Associate Administrator for Railroad Safety
Chief Safety Officer.

[FR Doc. 2020-16684 Filed 7-30-20; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Transfer of Federally Assisted Facility

AGENCY: Federal Transit Administration (FTA), United States Department of Transportation (USDOT).

ACTION: Notice of Intent (NOI) to Transfer Federally-Assisted Land or facility.

SUMMARY: The Federal Transit Administration (FTA) is issuing this Notice to advise Federal agencies that the Central Puget Sound Regional Transit Authority (Sound Transit) intends to transfer the land portions of 20 parcels (Subject Properties) to the Seattle Office of Housing. Federal public transportation law delegated to the Federal Transit Administrator permits the Administrator of the Federal Transit Administration to authorize a recipient of FTA funds to transfer land or a facility to a public body for any public purpose with no further obligation to the Federal Government (the Government) if, among other things, no Federal agency is interested in acquiring the asset for Federal use.

DATES: Any Federal agency interested in acquiring the facility must notify the FTA Region X office of its interest no later than August 31, 2020.

ADDRESSES: Interested parties should notify the Regional Office by writing to Linda Gehrke, Regional Administrator, Federal Transit Administration, 915 Second Ave, Federal Building Suite 3142, Seattle, WA 98174-1002.

FOR FURTHER INFORMATION CONTACT: Mark Montgomery, Attorney-Advisor, (202) 366-1017.

SUPPLEMENTARY INFORMATION: Sound Transit used these locations as staging areas for light rail construction and to widen the street right-of-way. The parcels have been vacant for over ten years, and Sound Transit determined it no longer needs the land for public transportation purposes. The parcels are

all located within Seattle Washington parcel locations are 4804 Martin Luther King (MLK) Jr Way S.; 4804 32nd Ave S.; 4810 MLK Jr Way S.; 4851 MLK Jr Way S.; 4853 MLK Jr Way S.; 4859 MLK Jr Way S.; 4736 31st Ave S.; 4742 MLK Jr Way S.; 4733 MLK Jr Way S.; 4735 MLK Jr Way S.; 4741 MLK Jr Way S.; 4203 S. Kenyon St.; 7908 MLK Jr Way S.; 6740 MLK Jr Way S.; 3601 MLK Jr Way S.; 4865 MLK Jr Way S.; 3112 S. Ferdinand St.; 3201 S. Ferdinand St.; 5042 MLK Jr Way S.; 6701 MLK Jr Way S.

Sound Transit requests FTA approval to transfer the Subject Properties to the City of Seattle's Office of Housing, if no Federal agency is interested in acquiring the asset for Federal use. The City of Seattle's Office of Housing has dedicated \$11 million to work with affordable housing developers to convert the Subject Properties into approximately 200 permanently affordable housing units, as defined by Washington State's statute RCW 81.112.350. This transfer also would satisfy Sound Transit's statutory requirement to dispose or transfer surplus property to qualified entities to develop affordable housing.

Background

Federal public transportation law (49 U.S.C. 5334(h)) provides guidance on the transfer of capital assets. Specifically, if a recipient of FTA assistance decides an asset acquired with assistance under 49 U.S.C. Chapter 53 is no longer needed for the purpose for which it was acquired, the Secretary of Transportation may authorize the recipient to transfer the asset to a local governmental authority to be used for a public purpose with no further obligation to the Government. 49 U.S.C. 5334(h)(1).

Determinations

The FTA Administrator may authorize a transfer for a public purpose other than mass transportation only if the FTA Administrator decides:

(A) The asset will remain in public use for at least five (5) years after the date the asset is transferred;

(B) There is no purpose eligible for assistance under Chapter 53 of title 49, United States Code, for which the asset should be used;

(C) The overall benefit of allowing the transfer is greater than the interest of the Government in liquidation and return of the financial interest of the Government in the asset, after considering fair market value and other factors; and

(D) Through an appropriate screening or survey process, that there is no interest in acquiring the asset for