

methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

**Title:** Design and Evaluation of a Robust Manual Locomotive Operating Mode.

**OMB Control Number:** 2130-0623.

**Abstract:** The purpose of this study is to design and evaluate a prototype locomotive operating mode that allows an engineer to “manually” control a train by providing a desired speed target while the control system determines the throttle notch changes required. This research addresses DOT’s safety strategic goal. Information collected from this research will be used by researchers and equipment designers to evaluate the merit of a prototype display and control configuration maximizing the use of both automation and human capabilities. The information will also assist the Federal government in recommending display design standards to the rail industry for future displays and the results may help design future displays and controls for locomotives. The ICR, which was previously approved by OMB, will be extended as the study was not completed by the anticipated completion date.

**Type of Request:** Extension without change of a current information collection.

**Affected Public:** Railroad Engineers, College Student Volunteers.

**Respondent Universe:** 20 Engineers/10 Volunteers.

**Frequency of Submission:** Once.

**Total Estimated Annual Responses:** 90.

**Total Estimated Annual Burden:** 272.

Under 44 U.S.C. 3507(a) and 5 CFR 1320.5(b) and 1320.8(b)(3)(vi), FRA informs all interested parties that a respondent is not required to respond to, conduct or sponsor a collection of information unless it displays a currently valid OMB control number.

**Authority:** 44 U.S.C. 3501-3520.

**Brett A. Jortland,**  
Deputy Chief Counsel.

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**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2000-7137]

#### Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on December 21, 2020, San Diego Trolley Incorporated (SDTI) petitioned the Federal Railroad Administration (FRA) to renew a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at various parts of 49 CFR. FRA assigned the petition Docket Number FRA-2000-7137.

Specifically, SDTI seeks a five-year extension of its existing waiver of compliance with modifications. The waiver applies to certain portions of SDTI’s rail fixed guideway urban transit operations which employ temporal separation to safely share track with the general railroad system’s San Diego & Imperial Valley Railroad (SDIV). Contiguous to the shared trackage are portions with limited connections to the general railroad system, which include a small shared corridor with BNSF Railway and Coaster commuter train service, which also shares a storage yard with SDTI. FRA granted SDTI its initial waiver on January 19, 2001, and the most recent update to the waiver was FRA’s May 1, 2020, approval of SDTI’s new absolute block arrangement on its Blue Line.

In this petition, SDTI seeks an extension of its relief from the following parts and sections in 49 CFR: part 217, Railroad Operating Rules (except for 217.9(d)); 218.27(a), *Workers on track other than main track* (as granted in part and denied in part in FRA’s January 19, 2001, letter); part 219, Control of Alcohol and Drug Use; part 220, Railroad Communications (as granted in part in FRA’s January 19, 2001, letter); part 221, Rear End Marking Device—Passenger, Commuter and Freight Trains; 223.9(c), *Requirements for new or rebuilt equipment* and 223.15(c), *Requirements for existing passenger cars*; part 225, Railroad Accidents/Incidents: Reports Classification, and Investigations (for employee injuries only); part 228, subpart F, Substantive Hours of Service Requirements for Train Employees Engaged in Commuter or Intercity Rail Passenger Transportation, and relevant recordkeeping sections of subpart B, Records and Reporting; the following sections of part 229, Railroad Locomotive Safety Standards: 229.46–229.59, 229.61, 229.65, 229.71, 229.77, 229.125, and 229.135; 231.14,

*Passenger-train cars without end platforms*; the following sections of part 238, Passenger Equipment Safety Standards: 238.112, 238.113, 238.114, 238.115(b)(4), 238.203, 238.205, 238.207, 238.209, 238.211, 238.213, 238.215, 238.217, 238.219, 238.231, 238.233, 238.237, and part 238, subpart D in its entirety, sections 238.301 through 238.319; part 239, Passenger Train Emergency Preparedness; part 240, Locomotive Engineer Certification; and part 242, Qualification and Certification of Conductors.

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 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 (DOT), 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 February 22, 2021 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](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/privacyNotice> for the privacy notice of regulations.gov.

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety Chief Safety Officer.*

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### U.S. Maritime Transportation System National Advisory Committee; Notice of Solicitation for Applications for Potential Members

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Notice of solicitation for membership.

**SUMMARY:** Pursuant to authority delegated by the Secretary of Transportation (Secretary) to the Maritime Administrator (Administrator), the Maritime Administration (MARAD) requests nominations for membership on the U.S. Maritime Transportation System National Advisory Committee (MTSNAC).

**DATES:** Applications must be received on or before 5:00 p.m. ET on February 8, 2021. After that date, MARAD will continue to accept applications under this notice for a period of up to two years from the deadline to fill any vacancies that may arise. MARAD encourages nominations submitted any time before the deadline for consideration of upcoming vacancies.

**ADDRESSES:** Interested applicants may submit a completed application by sending an email to [MTSNAC@dot.gov](mailto:MTSNAC@dot.gov), subject line: MTSNAC Application (Named Individual). Please note that due to the Coronavirus Disease 2019 (COVID-19), MARAD will only accept electronic submissions. If that option does not work for you, please call the Designated Federal Officer for other options.

**FOR FURTHER INFORMATION CONTACT:**

Amanda Rutherford, Designated Federal Officer, at [MTSNAC@dot.gov](mailto:MTSNAC@dot.gov) or at (202) 595-4657. Please visit the MTSNAC website at <https://www.maritime.dot.gov/outreach/maritime-transportation-system-mts/marine-transportation-system-national-advisory-committee>.

**SUPPLEMENTARY INFORMATION:**

#### Committee Objective

The objective of the Maritime Transportation System National Advisory Committee (MTSNAC or Committee) is to identify and seek solutions to impediments hindering effective use of short sea transportation. The Committee will provide information, advice, and recommendations to the U.S. Secretary of Transportation (Secretary), through the Maritime Administrator (Administrator), on matters stated in the document *Goals and Objectives for a Stronger Maritime Nation: A Report to Congress* that are related to identifying and seeking solutions to impediments hindering effective use of short sea transportation. The Committee will not exercise program management responsibilities and will make no decisions directly affecting the programs on which it provides advice; decisions directly affecting implementation of maritime policy will remain with the Administrator.

The Administrator will use the advice, information, and recommendations generated by MTSNAC for an array of policy deliberations and for interagency discussions on meeting the *Goals and Objectives for a Stronger Maritime Nation: A Report to Congress*. The Secretary and Administrator may accept or reject a recommendation made by the MTSNAC and are not bound to pursue any recommendation from the MTSNAC. In the exercise of his or her discretion, the Secretary, Administrator, or his or her designee, may withdraw a task being considered by the MTSNAC at any time.

#### Description of Duties

During the term of the charter, MTSNAC shall undertake information gathering activities, develop technical advice, and present recommendations to the Administrator on short sea shipping matters including the following: (1) How to address impediments hindering effective use of short sea transportation, including the expansion of America's Marine Highways, as directed in 46 U.S.C. 55603; (2) How to strengthen U.S. Maritime capabilities essential to national security and economic prosperity; (3) Ways to ensure the availability of a U.S. maritime workforce that will support the sealift resource needs of the National Security Strategy; (4) Ways to support enhancement of U.S. port infrastructure and performance; and, (5) Ways to enable maritime industry innovation in information, automation, safety, environmental impact and other areas.

#### I. Who should be considered for nomination as MTSNAC members?

MARAD seeks nominations for immediate consideration to fill positions on the Committee for the upcoming charter term, and will continue to accept nominations under this notice on an on-going basis for two years for consideration to fill vacancies that may arise during the charter term. Member appointment terms run until September 17, 2022 and may be renewed, subject to charter renewal. Members will be selected in accordance with applicable Agency guidelines based upon their ability to advise the Administrator on marine transportation issues. Members will be selected to obtain membership balance of the marine transportation interests, including (1) active mariners; (2) vessel operators; (3) port authorities and terminal operators; (4) shippers or beneficial cargo owners; (5) the ship construction, repair and/or recycling industries; (6) relevant policy areas such as innovative financing, economic competitiveness, performance monitoring, safety, insurance, labor, and environment; (7) freight customers and providers; and (8) government bodies. All MTSNAC members serve at the pleasure of the Secretary of Transportation.

Registered lobbyists are not eligible to serve on Federal Advisory Committees in an individual capacity. See *"Revised Guidance on Appointment of Lobbyists to Federal Advisory Committees, Boards and Commissions"* (79 FR 47482, August 13, 2014). Registered lobbyists are "lobbyists," as defined in Title 2 U.S.C. 1602, who are required by Title 2 U.S.C. 1603 to register with the Secretary of the Senate and the Clerk of the House of Representatives. The prohibition does not apply if registered lobbyists are specifically appointed to represent the interests of a nongovernmental entity, a recognizable group of persons or nongovernmental entities (an industry sector, labor unions, environmental groups, and similar groups) or state or local governments. Registered lobbyists are required to comply with provisions contained in the Lobbying Disclosure Act of 1995 (Pub. L. 110-81).

#### II. Do MTSNAC members receive compensation and/or per diem?

Committee members will receive no salary for participating in MTSNAC activities. While attending meetings or when otherwise engaged in Committee business, members may be reimbursed for travel and per diem expenses as permitted under applicable Federal