

### Meeting Agenda

The MCSAC will take up the following issues:

- Task 20–1 will provide the MCSAC with the opportunity to discuss changes to the package and small goods delivery sector. A number of companies are now using small vehicles (e.g., vehicles with a gross vehicle weight rating less than 10,000 pounds, etc.) to deliver goods and there appears to be a gap in safety oversight of both drivers and vehicles. For this task, members will hear from Agency experts on trends in the Fatality Analysis Reporting System (FARS) and Motor Carrier Management Information System (MCMIS) crash and highway safety data.
- Task 20–2 will focus on the impact of the aging demographic of the commercial motor vehicle driver workforce on the truck and bus industries and whether this trend will exacerbate the driver shortage problem. Stakeholders have expressed concerns about the need to address the driver shortage, including options for allowing younger drivers to enter the industry. How would an aging workforce impact motor carriers' ability to deliver services and goods safely in interstate commerce? For this task, FMCSA will consider data by agency experts on the distribution of age among CMV drivers.
- Additionally, FMCSA will brief the MCSAC members on the impact of the legalization of hemp on the safety oversight of CMV drivers. While FMCSA's safety regulations prohibit drivers' use or transportation of illegal drugs, what actions should be considered to ensure motor carriers, drivers and enforcement officials have appropriate guidance concerning hemp and what happens if drivers test positive for tetrahydrocannabinol.

### II. Meeting Participation

While not required, advance registration is encouraged. To indicate that you will attend, please email the person listed in the **FOR FURTHER INFORMATION CONTACT** section by the deadline referenced in the **DATES** section. The meeting will be open to the public for its entirety. The U.S. Department of Transportation is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Oral comments from the public will be heard throughout the meeting, at the discretion of the MCSAC chairman and

designated federal officer. Additionally, to ensure that all participants have had the opportunity to have their comments heard, the agenda will include a public comment period at the end of each day's session. Members of the public may submit written comments to the person listed in the **FOR FURTHER INFORMATION CONTACT** section on the topics to be considered during the meeting by the deadline referenced in **DATES** section. Any member of the public may submit a written statement after the meeting deadline, and it will be presented to the committee.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2020–13709 Filed 6–24–20; 8:45 am]

**BILLING CODE 4910–EX–P**

### DEPARTMENT OF TRANSPORTATION

#### Federal Railroad Administration

[Docket No. FRA–2020–0027–N–11]

#### Proposed Agency Information Collection Activities; Comment Request

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

**ACTION:** Notice of information collection; request for comment.

**SUMMARY:** Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, this notice announces that FRA is forwarding the Information Collection Request (ICR) abstracted below to the Office of Management and Budget (OMB) for review and comment. The ICR describes the information collection and its expected burden. On April 15, 2020, FRA published a notice providing a 60-day period for public comment on the ICR.

**DATES:** Interested persons are invited to submit comments on or before July 27, 2020.

**ADDRESSES:** Written comments and recommendations for the proposed ICR 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 the particular ICR by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

**FOR FURTHER INFORMATION CONTACT:** Ms. Hodan Wells, Information Collection Clearance Officer, Office of Railroad Safety, Regulatory Analysis Division, Federal Railroad Administration, telephone (202) 493–0440, email: [Hodan.wells@dot.gov](mailto:Hodan.wells@dot.gov).

**SUPPLEMENTARY INFORMATION:** The PRA, 44 U.S.C. 3501–3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. On April 15, 2020, FRA published a 60-day notice in the **Federal Register** soliciting comment on the ICR for which it is now seeking OMB approval. See 85 FR 21064. FRA received no comments in response to this notice.

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b)–(c); 5 CFR 1320.12(d); see also 60 FR 44978, 44983, Aug. 29, 1995. OMB believes the 30-day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect.

*Comments are invited on the following ICR regarding:* (1) Whether the information collection activities are necessary for FRA to properly execute its functions, including whether the information will have practical utility; (2) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the 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 summaries below describe the ICR that FRA will submit for OMB clearance as the PRA requires:

*Title:* Track Safety Standards.

*OMB Control Number:* 2130–0010.

*Abstract:* The information collection associated with 49 CFR part 213 is used by FRA to ensure and enhance rail safety by monitoring complete compliance with all regulatory requirements. Part 213 prescribes minimum safety requirements for railroad track that is part of the general railroad system of transportation. While the requirements prescribed in this part generally apply to specific track

conditions existing in isolation, a combination of track conditions, none of which individually amounts to a deviation from the requirements in this part, may require remedial action to provide safe operations over that track. Qualified persons inspect track and take action to allow safe passage of trains and ensure compliance with the prescribed standards.

*Type of Request:* Extension with change (revised estimates) of a currently approved collection.

*Affected Public:* Businesses.

*Form(s):* N/A.

*Respondent Universe:* 746 railroads.

*Frequency of Submission:* On occasion.

*Total Estimated Annual Responses:* 1,404,410.

*Total Estimated Annual Burden:* 233,899 hours.

*Total Estimated Annual Burden Hour Dollar Cost Equivalent:* \$17,776,417.

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 it may not conduct or sponsor, and a respondent is not required to respond to 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.*

[FR Doc. 2020–13716 Filed 6–24–20; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2013–0181]

#### Pipeline Safety: Request for Special Permit; Fairbanks Natural Gas, L.L.C.

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA); DOT.

**ACTION:** Notice.

**SUMMARY:** PHMSA is publishing this notice to solicit public comments on a request from Fairbanks Natural Gas, L.L.C. (FNG) to renew a previously issued special permit. The special permit renewal request is seeking continued relief from compliance with certain requirements in the Federal pipeline safety regulations. At the conclusion of the 30-day comment period, PHMSA will review the comments received from this notice as part of its evaluation to grant or deny the special permit renewal.

**DATES:** Submit any comments regarding this special permit request by July 27, 2020.

**ADDRESSES:** Comments should reference the docket number for this special permit request and may be submitted in the following ways:

- *E-Gov website:* <http://www.Regulations.gov>. This site allows the public to enter comments on any

**Federal Register** notice issued by any agency.

- *Fax:* 1–202–493–2251.
- *Mail:* Docket Management System: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Docket Management System: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

**Instructions:** You should identify the docket number for the special permit request you are commenting on at the beginning of your comments. If you submit your comments by mail, please submit two (2) copies. To receive confirmation that PHMSA has received your comments, please include a self-addressed stamped postcard. Internet users may submit comments at <http://www.Regulations.gov>.

**Note:** There is a privacy statement published on <http://www.Regulations.gov>. Comments, including any personal information provided, are posted without changes or edits to <http://www.Regulations.gov>.

**Confidential Business Information:** Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this notice contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this notice, it is important that you clearly designate the submitted comments as CBI. Pursuant to 49 Code of Federal Regulations (CFR) 190.343, you may ask PHMSA to give confidential treatment to information you give to the agency by taking the following steps: (1) Mark each page of the original document submission containing CBI as “Confidential”; (2) send PHMSA, along with the original document, a second

copy of the original document with the CBI deleted; and (3) explain why the information you are submitting is CBI. Unless you are notified otherwise, PHMSA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this notice. Submissions containing CBI should be sent to Kay McIver, DOT, PHMSA PHP–80, 1200 New Jersey Avenue SE, Washington, DC 20590–0001. Any commentary PHMSA receives that is not specifically designated as CBI will be placed in the public docket for this matter.

#### FOR FURTHER INFORMATION CONTACT:

**General:** Ms. Kay McIver by telephone at 202–366–0113, or by email at [kay.mciver@dot.gov](mailto:kay.mciver@dot.gov).

**Technical:** Mr. Thach Nguyen by telephone at 909–262–4464, or by email at [thach.d.nguyen@dot.gov](mailto:thach.d.nguyen@dot.gov).

**SUPPLEMENTARY INFORMATION:** PHMSA received a special permit renewal request from FNG to renew the special permit and to continue the exemption from 49 CFR 193.2155(b): Structural requirements. Although the present special permit term ended on May 13, 2019, in accordance with 49 CFR 190.341(e), the special permit will not expire until final administrative action on the application for renewal has been taken. The original special permit was granted to FNG by PHMSA on May 13, 2014. FNG’s special permit renewal request, submitted on November 5, 2018, seeks to waive compliance from the requirements in 49 CFR 193.2155(b) that an LNG storage tank must not be located within one (1) mile from the ends, or ¼ mile from the nearest point of an airport runway, whichever is longer.

FNG installed one (1) 125,000-barrel (5,250,000 gallons) LNG storage tank at its existing storage and vaporization site (FNG LNG Plant) located in Fairbanks, Alaska and includes all ancillary facilities required to operate the LNG storage tank. The special permit renewal request includes a design change of the LNG storage tank at the FNG LNG Plant from a single containment LNG storage tank to a full-containment LNG storage tank. The secondary containment for the full-containment LNG storage tank consists of a concrete outer wall around the primary liquid container, whereas the design for the single containment LNG storage tank had an outer dike around the LNG storage tank as secondary containment. The 125,000-barrel full-containment storage tank was also relocated from the original location of the single containment tank to better fit the property for setbacks and other