

FMCSA–2007–29019; FMCSA–2008–0106; FMCSA–2010–0082; FMCSA–2011–0365; FMCSA–2011–0366; FMCSA–2012–0160; FMCSA–2012–0161; FMCSA–2013–0028; FMCSA–2013–0169; FMCSA–2013–0170; FMCSA–2013–0174; FMCSA–2014–0003; FMCSA–2014–0004; FMCSA–2014–0007; FMCSA–2015–0056; FMCSA–2015–0070; FMCSA–2015–0347; FMCSA–2016–0025; FMCSA–2016–0030; FMCSA–2016–0031; FMCSA–2017–0022; FMCSA–2017–0026; FMCSA–2018–0007; FMCSA–2018–0011; FMCSA–2018–0012; FMCSA–2018–0013; and FMCSA–2018–0014. Their exemptions were applicable as of September 8, 2020, and will expire on September 8, 2022.

As of September 9, 2020, and in accordance with 49 U.S.C. 31136(e) and 31315, the following three individuals have satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (75 FR 34212; 75 FR 47888; 77 FR 27847; 77 FR 38386; 77 FR 40945; 77 FR 41879; 77 FR 52391; 79 FR 29495; 79 FR 41735; 81 FR 81230; 83 FR 40638):

Michael J. Hoffarth (WA)
Shane N. Maul (IN)
Robert Smiley (NM)

The drivers were included in docket numbers FMCSA–2010–0114; FMCSA–2012–0104; FMCSA–2012–0161. Their exemptions were applicable as of September 9, 2020, and will expire on September 9, 2022.

As of September 21, 2020, and in accordance with 49 U.S.C. 31136(e) and 31315, the following four individuals have satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (65 FR 33406; 65 FR 57234; 67 FR 46016; 67 FR 57266; 67 FR 57267; 69 FR 51346; 69 FR 52741; 71 FR 50970; 71 FR 53489; 73 FR 48270; 73 FR 51336; 75 FR 50799; 75 FR 52062; 77 FR 52389; 79 FR 46300; 81 FR 81230; 83 FR 40638):

Jack D. Clodfelter (NC)
Daniel K. Davis, III (MA)
Reginald I. Hall (TX)
Alfred C. Jewell, Jr. (WY)

The drivers were included in docket numbers FMCSA–2000–7165; and FMCSA–2002–12294. Their exemptions were applicable as of September 21, 2020, and will expire on September 21, 2022.

As of September 23, 2020, and in accordance with 49 U.S.C. 31136(e) and 31315, the following three individuals have satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for

interstate CMV drivers (73 FR 46973; 73 FR 54888; 75 FR 52063; 77 FR 52388; 79 FR 52388; 81 FR 81230; 83 FR 40638):

Terrence L. Benning (WI)
Larry D. Curry (GA)
Thomas P. Shank (NY)

The drivers were included in docket number FMCSA–2008–0231. Their exemptions were applicable as of September 23, 2020, and will expire on September 23, 2022.

As of September 29, 2020, and in accordance with 49 U.S.C. 31136(e) and 31315, the following individual has satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (81 FR 59266; 81 FR 74494; 83 FR 40638):

Gregory M. Anderson (NY)

The driver was included in docket number FMCSA–2016–0033. The exemption is applicable as of September 29, 2020, and will expire on September 29, 2022.

As of September 30, 2020, and in accordance with 49 U.S.C. 31136(e) and 31315, the following individual has satisfied the renewal conditions for obtaining an exemption from the vision requirement in the FMCSRs for interstate CMV drivers (79 FR 51643; 79 FR 64001; 81 FR 81230; 83 FR 40638):

Loran J. Weiler (IA)

The driver was included in docket number FMCSA–2014–0010. The exemption is applicable as of September 30, 2020, and will expire on September 30, 2022.

V. Conditions and Requirements

The exemptions are extended subject to the following conditions: (1) Each driver must undergo an annual physical examination (a) by an ophthalmologist or optometrist who attests that the vision in the better eye continues to meet the requirements in 49 CFR 391.41(b)(10), and (b) by a certified medical examiner (ME), as defined by § 390.5, who attests that the driver is otherwise physically qualified under § 391.41; (2) each driver must provide a copy of the ophthalmologist's or optometrist's report to the ME at the time of the annual medical examination; and (3) each driver must provide a copy of the annual medical certification to the employer for retention in the driver's qualification file or keep a copy of his/her driver's qualification if he/her is self-employed. The driver must also have a copy of the exemption when driving, for presentation to a duly authorized Federal, State, or local enforcement official. The exemption will be rescinded if: (1) The person fails

to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315(b).

VI. Preemption

During the period the exemption is in effect, no State shall enforce any law or regulation that conflicts with this exemption with respect to a person operating under the exemption.

VII. Conclusion

Based upon its evaluation of the 44 exemption applications, FMCSA renews the exemptions of the aforementioned drivers from the vision requirement in § 391.41(b)(10), subject to the requirements cited above. In accordance with 49 U.S.C. 31136(e) and 31315(b), each exemption will be valid for 2 years unless revoked earlier by FMCSA.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2020–22311 Filed 10–7–20; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2020–0077]

Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on September 18, 2020, the Regional Transportation District Commuter Rail (RTDC) 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 238, Passenger Equipment Safety Standards. FRA assigned the petition Docket Number FRA–2020–0077.

Specifically, RTDC requests relief from 49 CFR 238.309, *Periodic brake equipment maintenance*. Section 238.309(b)(2) stipulates that brake equipment and brake cylinders of each MU locomotive must be cleaned, repaired, and tested at intervals of every 1,104 days if the MU locomotive is part of a fleet that is 100 percent equipped with air dryers and has a brake system using RT–5A-style valves (among others). The RTDC MU locomotives are equipped with the RT–5A+ Brake System and is 100 percent air dryer equipped. RTDC requests a waiver to extend the maintenance interval to

perform periodic brake equipment maintenance on the RT-5A+ system from 1,104 days to a total of 2,208 days (6 years) for the RTDC MU locomotive fleet.

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 (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 November 23, 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 www.regulations.gov.

Issued in Washington, DC.

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

[FR Doc. 2020-22298 Filed 10-7-20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2020-0080]

Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on September 23, 2020, Colebrookdale Railroad 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 232, Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End-Of-Train Devices. FRA assigned the petition Docket Number FRA-2020-0080.

Colebrookdale Railroad is the operator of a tourist train over 8.6 miles of track owned by the Eastern Berks Gateway Railroad. Colebrookdale Railroad operates four historic passenger cars with Westinghouse UC air brakes. The UC valves are required to be clean, repaired, lubricated, and tested every 15 months. See 49 CFR part 232, appendix B; Association of American Railroads Standard S-045. The petitioner seeks a waiver to extend this requirement to every 30 months to save costs and extend the operating seasons.

The petitioner states that the UC valves are inspected by a certified brake shop in Leetsdale, Pennsylvania. Further, the Colebrookdale Railroad has never had a brake valve failure in seven years of operation, nor experienced an Initial Terminal Test or a Class III brake test failure, in any weather conditions. Additionally, improvements in gasket material and lubrication have increased the reliability of these older valves over the years.

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 (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 November 23, 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 www.regulations.gov.

Issued in Washington, DC.

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

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Competitive Funding Opportunity: Public Transportation COVID-19 Research Demonstration Grant Program

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of funding opportunity.

SUMMARY: The Coronavirus Disease 2019 (COVID-19) public health emergency