

Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, selden.fritschner@dot.gov, 202–366–0677. If you have questions on viewing or submitting material to the docket, contact Docket Services, (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation and Request for Comments

A. Submitting Comments

If you submit a comment, please include the docket number for this notice (Docket No. FMCSA–2018–0346), indicate the specific section of the notice to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission. To submit your comment online, go to <http://www.regulations.gov/docket?D=FMCSA-2018-0346>. Click on the “Comment Now!” button and type your comment into the text box on the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

FMCSA will consider all comments and material received during the comment period.

B. Viewing Documents and Comments

To view comments, as well documents mentioned in this notice as being available in the docket, go to <http://www.regulations.gov/docket?D=FMCSA-2018-0346> and choose the document to review. If you do not have access to the internet, you may view the docket online by visiting the Docket Management Facility in Room W12–140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays.

C. Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. 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.

II. Background

The May 2019 notice (84 FR 21895) requested public comment on six subject areas: Training and experience, operational requirements, participation requirements, technology requirements, insurance, and research and data.

The comment period for the notice was set to expire on July 15, 2019. FMCSA received a request to extend the comment period, as noted above. A copy of the request is included in the docket referenced at the beginning of this notice.

ATA requested a 30-day extension of the comment period, stating that the additional time was needed to enable them to gather safety performance data and other relevant information to more fully address the issues presented in a way that will best aid the Agency.

FMCSA believes that other potential commenters to this notice will benefit from an extension as well. Accordingly, FMCSA extends the comment period for all comments on the notice to August 14, 2019.

Issued on: July 12, 2019.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2019–15212 Filed 7–12–19; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Early Scoping Notice

AGENCY: Federal Transit Administration, DOT.

ACTION: Early scoping for a MAX tunnel project in metropolitan Portland, Oregon.

SUMMARY: The Federal Transit Administration (FTA) and Metro (the designated Metropolitan Planning Organization, or MPO, for the Portland region) issue this early scoping notice for a MAX tunnel project (Project). Metro is exploring ways to improve transit time and reliability to and through the Portland Central City. The purpose of this early scoping notice is to advise other agencies and the public

of the intent to further study the feasibility of a tunnel under downtown Portland. The Project would improve regional transit service by addressing current and projected travel time, reliability, and resiliency issues for trips to and across Portland’s downtown core. Early scoping for the feasibility study is occurring within the context of the Council on Environmental Quality’s regulations for complying with the National Environmental Policy Act (NEPA).

DATES:

MAX Tunnel Study Open House: 5 to 7 p.m., July 22, 2019, Metro Regional Center, 600 NE Grand Avenue, Portland, OR 97232, Council Chamber.

Additional Opportunity to Comment: An online survey at <https://www.oregonmetro.gov/public-projects/max-tunnel-study> will be open until 12:00 a.m. on August 12, 2019. Paper copies of the survey are available at reception at Metro, 600 NE Grand Avenue, Portland, OR 97232, and at reception at TriMet Administrative Office, 1800 SW 1st Avenue #300, Portland, OR 97201.

ADDRESSES: Written comments on this notice should be submitted by Monday, August 12, 2019, to Investment Areas, Metro, 600 NE Grand Avenue, Portland, OR 97232. Telephone: (503) 813–7535; email: maxtunnel@oregonmetro.gov.

FOR FURTHER INFORMATION CONTACT:

Mark Assam, Environmental Protection Specialist, Federal Transit Administration, Region 10, 915 Second Avenue, Room 3142, Seattle, WA 98174. Telephone: (206) 220–4465. Eryn Kehe, Communications Supervisor, Metro, 600 NE Grand Avenue, Portland, OR 97232. Telephone: (503) 797–1881.

SUPPLEMENTARY INFORMATION: This notice invites the public to comment on a statement of the Purpose and Need for a tunnel, the Project study area, potential impacts, and potential alternatives. This notice also invites the public to review and comment on reports previously developed by local planning and transportation agencies, including Metro and the Tri-County Metropolitan Transportation District of Oregon (TriMet), that support the focus to further study a tunnel. Early scoping is intended to identify the most reasonable alternatives to undergo formal scoping and NEPA environmental review. Information about an upcoming public meeting, opportunities to comment, and the Project’s Purpose and Need is set forth in the following sections.

Early Scoping

Early scoping is an optional step in the NEPA process that precedes formal scoping. Formal scoping begins when an agency issues a Notice of Intent to prepare an environmental impact statement (EIS). Formal scoping is typically the first opportunity for the public to learn about a proposed project that may receive FTA funding and comment on the scope of the anticipated planning effort. In this case, FTA and Metro are using early scoping to publicize and invite comment on the Project's Purpose and Need, potential alternatives, study area, potential impacts, and prior studies before formally beginning to prepare an EIS.

At the end of early scoping, FTA and Metro will determine what potential alternatives along with tunnel options are available in order to move forward into the formal NEPA process. All reasonable alternatives will be evaluated in terms of the social, economic, and environmental impacts. At this stage, the proposed alternatives would include a No Build Alternative and a tunnel.

Project Background and Purpose and Need

A Purpose and Need is required for projects entering NEPA environmental review. FTA and Metro invite comment on the Project's preliminary Purpose and Need to be used to guide the development and evaluation of potential alternatives.

Background

The Portland Central City is the economic and cultural center of the region, with the largest concentration of people and jobs in Oregon. It is also at the core of the regional transportation system, and its mobility problems and constraints affect local and regional mobility and the regional economy. Slow travel times through the Central City—coupled with frequent delays, reliability issues, and overcrowding—are major problems today. As the region grows, these issues will become even more critical.

Over the next 20 years, the region is expected to grow by 635,000 people and 378,000 jobs, with the Central City absorbing 35,000 people and 32,000 jobs. During this time span, these mobility problems will become even more acute, further affecting regional quality of life and long-term economic vitality.

The Metro 2040 Growth Concept, originally adopted in 1995, is a 50-year plan managing growth for the region. In addition to setting the framework for where growth will be concentrated in

the region, it calls for a high-quality transit system as part of the regional multimodal transportation solution. MAX Light Rail is the backbone of the transit system, carrying more than 115,000 daily trips and playing a vital role in serving the growing demand for travel between the Central City and other regional jobs and housing centers defined in the 2040 Growth Concept. All of the region's light rail lines cross through the Central City and must travel through multiple signalized intersections on surface streets. As traffic congestion in this area grows, delays at these intersections are increasing, adversely affecting travel time, reliability, and system capacity.

All of the region's light rail lines also cross the Willamette River on the Steel Bridge, which is also a constraint on the overall system. The Steel Bridge was built in 1912 and is one of the oldest lift bridges in the United States. The bridge can accommodate only a single pair of tracks, and trains must travel at 10 miles per hour, limiting present and future throughput. The bridge is seismically vulnerable and likely would not survive a major earthquake. Its age and condition already require increasing maintenance, and bridge closures and lifts disrupt the entire system. Consideration of options to modify the bridge as alternatives to a tunnel are discussed further in the Preliminary Analysis section.

Purpose

The purpose of the proposed Project is to increase regional mobility and capacity by improving transit travel times and system reliability to and through the Portland Central City, as well as the following:

- Improve mobility between regional centers.
- Increase transit rail capacity and frequency without impacting other surface mobility options.
- Increase transit ridership and transit mode share.
- Create a reliable alternative to cross-town travel on congested roadways.
- Support the increasing transportation demand of key destinations, present and future development, and population and employment growth expected in the Central City and the region.

Need

The Project is needed to accomplish the following:

- Address increasingly unreliable and slow transit trips to and through the Central City.

- Address transit capacity and reliability issues constraining the regional transit system.
- Accommodate peak future light rail transit demands.
- Allow more frequent light rail service on all lines.
- Improve access from households to jobs, education, and social opportunities in and across the Central City and other regional centers.
- Ensure long-term regional mobility for low-income residents and reduce barriers between housing and transportation cost-burdened households and employment opportunities.
- Create the transit infrastructure needed to support future expansions of regional transit service.
- Increase the transit system's resiliency to seismic and environmental changes.
- Provide a more competitive alternative to crosstown auto trips on congested freeways.

Preliminary Analysis

In 2017, TriMet, the Portland region's transit operator, produced the Steel Bridge Transit Improvements Report (SBTI) to assess options to address one of the pinch points in downtown Portland. The report, which evaluated tunnel and bridge options, is available on the Project website (www.oregonmetro.gov/public-projects/max-tunnel-study). FTA and Metro are seeking input on whether continued focus on a tunnel is appropriate.

In 2019, Metro convened staff from local jurisdictions to contemplate long-term solutions to improve mobility to and through the Portland Central City. The group developed the preliminary Purpose and Need, which is presented in the previous sections, and based on the SBTI and additional considerations, identified a downtown tunnel as the only reasonable alternative to meet the Purpose and Need. The study supporting this recommendation is documented in the Central City Transit Capacity Screening Report (https://www.oregonmetro.gov/sites/default/files/2019/06/27/Metro_CCTCA_Screening%20Report_2019-06-25.pdf). FTA and Metro invite comments on the report and its conclusions. Additionally, FTA and Metro invite comments on all planning activities and developments, which include, but are not limited to, the Purpose and Need of the Project, the Project study area, potential impacts, and potential alternatives.

Authority: 40 CFR 1501.7.

Issued on: July 10, 2019.

Linda M. Gehrke,

Regional Administrator.

[FR Doc. 2019-15156 Filed 7-16-19; 8:45 am]

BILLING CODE P

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Notice of OFAC Sanctions Action

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the names of one or more persons that have been placed on OFAC's Specially Designated Nationals and Blocked Persons List based on OFAC's determination that one or more applicable legal criteria were satisfied. All property and interests in property subject to U.S. jurisdiction of this person are blocked, and U.S. persons are generally prohibited from engaging in transactions with them.

DATES: See **SUPPLEMENTARY INFORMATION** section.

FOR FURTHER INFORMATION CONTACT: OFAC: Associate Director for Global Targeting, tel.: 202-622-2420; Assistant Director for Sanctions Compliance & Evaluation, tel.: 202-622-2490; Assistant Director for Licensing, tel.: 202-622-2480; Assistant Director for Regulatory Affairs, tel.: 202-622-4855; or the Department of the Treasury's Office of the General Counsel: Office of the Chief Counsel (Foreign Assets Control), tel.: 202-622-2410.

SUPPLEMENTARY INFORMATION:

Electronic Availability

The Specially Designated Nationals and Blocked Persons List and additional information concerning OFAC sanctions programs are available on OFAC's website (<https://www.treasury.gov/ofac>).

Notice of OFAC Action

On July 11, 2019, OFAC determined that the property and interests in property subject to U.S. jurisdiction of the following person are blocked under

the relevant sanctions authority listed below.

Entity

1. GENERAL DIRECTORATE OF MILITARY COUNTERINTELLIGENCE (a.k.a. DGCIM; a.k.a. DIRECCION GENERAL DE CONTRAINTELIGENCIA MILITAR (Latin: DIRECCIÓN GENERAL DE CONTRAINTELIGENCIA MILITAR)), Caracas, Capital District, Venezuela [VENEZUELA-EO13850].

Designated pursuant to section 1(a)(i) of Executive Order 13850 (E.O. 13850) of November 1, 2018, "Blocking Property of Additional Persons Contributing to the Situation in Venezuela," as amended by Executive Order 13857, "Taking Additional Steps to Address the National Emergency with Respect to Venezuela," of January 25, 2019, for operating in the defense and security sector of the Venezuelan economy.

Dated: July 11, 2019.

Andrea Gacki,

Director, Office of Foreign Assets Control.

[FR Doc. 2019-15207 Filed 7-16-19; 8:45 am]

BILLING CODE 4810-AL-P

U.S.-CHINA ECONOMIC AND SECURITY REVIEW COMMISSION

Notice of Open Public Hearing

AGENCY: U.S.-China Economic and Security Review Commission.

ACTION: Notice of open public hearing.

SUMMARY: Notice is hereby given of the following hearing of the U.S.-China Economic and Security Review Commission.

The Commission is mandated by Congress to investigate, assess, and report to Congress annually on "the national security implications of the economic relationship between the United States and the People's Republic of China." Pursuant to this mandate, the Commission will hold a public hearing in Washington, DC on July 31, 2019 on "Exploring the Growing U.S. Reliance on China's Biotech and Pharmaceutical Products."

DATES: The hearing is scheduled for Wednesday, July 31, 2019 at 9:00 a.m.

ADDRESSES: 428A Russell Senate Office Building, Washington, DC. A detailed agenda for the hearing will be posted on the Commission's website at www.uscc.gov. Also, please check the Commission's website for possible changes to the hearing schedule. *Reservations are not required to attend the hearing.*

FOR FURTHER INFORMATION CONTACT: Any member of the public seeking further information concerning the hearing should contact Leslie Tisdale Reagan, 444 North Capitol Street NW, Suite 602, Washington, DC 20001; telephone: 202-624-1496, or via email at lreagan@uscc.gov. *Reservations are not required to attend the hearing.*

SUPPLEMENTARY INFORMATION:

Background: This is the seventh public hearing the Commission will hold during its 2019 report cycle. The hearing will assess China's role in global health industries and implications for U.S. health, biotech, pharmaceutical firms, and the U.S. public. The hearing will also examine the activities of Chinese health and biotech firms in the United States and the ability of U.S. health and biotech firms to access the China market. The hearing will be co-chaired by Senator James Talent and Commissioner Michael Wessel. Any interested party may file a written statement by July 31, 2019 by mailing to the contact above. A portion of each panel will include a question and answer period between the Commissioners and the witnesses.

Authority: Congress created the U.S.-China Economic and Security Review Commission in 2000 in the National Defense Authorization Act (Pub. L. 106-398), as amended by Division P of the Consolidated Appropriations Resolution, 2003 (Pub. L. 108-7), as amended by Public Law 109-108 (November 22, 2005), as amended by Public Law 113-291 (December 19, 2014).

Dated: July 12, 2019.

Daniel W. Peck,

Executive Director, U.S.-China Economic and Security Review Commission.

[FR Doc. 2019-15245 Filed 7-16-19; 8:45 am]

BILLING CODE 1137-00-P