

constitutional presence in the United States would render ineffectual the blocking and other measures authorized in the Order because of the ability to transfer funds instantaneously, I determine that no prior notice needs to be provided to any person subject to this determination who might have a constitutional presence in the United States, because to do so would render ineffectual the measures authorized in the Order.

This notice shall be published in the **Federal Register**.

Dated: March 27, 2020.

Michael R. Pompeo,
Secretary of State.

[FR Doc. 2020-07854 Filed 4-13-20; 8:45 am]

BILLING CODE 4710-AD-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Multnomah County, Oregon

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed bridge retrofit or replacement project in Multnomah County, Oregon.

FOR FURTHER INFORMATION CONTACT: Emily Cline, Environmental Program Manager, Federal Highway Administration, Oregon Division, 530 Center Street NE, Salem, Oregon 97301, Telephone: (503) 316-2547, Email: emily.cline@dot.gov, or Megan Neill, Project Manager, Multnomah County Transportation Division, 1403 SE Water Ave., Portland, Oregon 97214, Telephone: (503) 988-0437, Email: megan.neill@multco.us.

SUPPLEMENTARY INFORMATION: The FHWA, together with Multnomah County and the Oregon Department of Transportation (DOT), will prepare an environmental impact statement (EIS) on a proposal to create a seismically resilient Burnside Street crossing of the Willamette River in downtown Portland, Oregon. The purpose of this project is to create a seismically resilient Burnside Street lifeline crossing of the Willamette River that will remain fully operational and accessible for vehicles and other modes of transportation immediately following a major earthquake. The project is intended to address the need to support the region's ability to provide rapid and reliable

emergency response, rescue and evacuation after a major earthquake; the need for long-term, multi-modal travel access across the river; and to enable post-earthquake economic recovery.

The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321 *et seq.*), 23 U.S.C. 139, Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR 1500-1508), FHWA regulations implementing NEPA (23 CFR 771.101-771.139), and applicable Executive Orders and DOT NEPA policies. The EIS will also document compliance with other applicable environmental review laws, regulations, Executive Orders, policies, and guidance. For example, an evaluation under Section 4(f) of the DOT Act of 1966 may also be required due to the potential for impacts to public recreational areas and resources on or eligible for the National Register of Historic Places. The FHWA intends to issue a combined Final EIS/Record of Decision pursuant to 23 CFR 771.124, unless FHWA determines the regulatory criteria or practicability considerations preclude issuance of a combined document.

Analyses developed and decisions reached during the transportation planning stage have helped narrow the range of alternatives and focus the NEPA evaluation for the project. These analyses and decisions, captured in the 2015 Willamette River Bridges Capital Improvement Program and the 2018 Earthquake Ready Burnside Bridge Feasibility Study, include the purpose and need, and the identification and screening of alternatives.

Multnomah County and the Oregon DOT submitted this planning work to extensive public involvement. This "informal" scoping included multiple public and agency meetings, held between August 2018 and October 2019, to invite comment on the statement of purpose and need, the range of alternatives, issues to be studied in the EIS, screening criteria, and evaluation criteria for selecting a preferred alternative. Multnomah County and the Oregon DOT held an online open house between September 3 and October 4, 2019. With the Feasibility Study and the informal scoping process, Multnomah County and the Oregon DOT evaluated over 100 potential alternatives and options, ultimately deciding to carry forward three build alternatives plus a No-build alternative for further analysis in an EIS.

In accordance with 23 U.S.C. 168 and 23 U.S.C. 139(f)(4), FHWA intends to adopt the planning analyses, purpose

and need, and decisions on the alternatives, and rely on them for the NEPA process.

This notice begins the formal scoping period. The FHWA will use this opportunity to determine the scope and the significant issues to be analyzed in depth in the EIS, and identify and eliminate from detailed study the issues which are not significant or which have been covered by prior environmental review.

Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State, and local agencies; Tribes; and private organizations and citizens who have previously expressed or are known to have interest in this proposal. Agencies that were identified as potential Cooperating and Participating agencies are being invited to review and comment on the Agency Coordination Plan. In addition, with this notice, the lead agencies (FHWA, Multnomah County, and the Oregon DOT) invite comments and suggestions from all interested parties to ensure that the full range of issues related to this proposed action are considered and that all significant issues are identified.

Comments or questions concerning this proposed action and the EIS should be directed to FHWA at the address provided above. The lead agencies have developed a project website at www.burnsidebridge.org that includes project schedules, the Public Involvement Plan, and information about past and upcoming project meetings.

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Phillip Ditzler,

Oregon Division Administrator, Portland, Oregon.

[FR Doc. 2020-07827 Filed 4-13-20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2020-0030]

Petition for Waiver of Compliance

Under part 211 of title 49 of the Code of Federal Regulations (CFR), this document provides the public notice that on March 31, 2020, the American Short Line and Regional Railroad Association (ASLRRA), on behalf of its member railroads Allegheny Valley Railroad, Southwest Pennsylvania Railroad, Ohio Terminal Railway, and Delmarva Central 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 236. FRA assigned the petition Docket Number FRA–2020–0030.

Specifically, ASLRRA seeks relief from 49 CFR 236.586, *Daily or after trip test*, and § 236.588, *Periodic test*. Section 236.586(a) provides that, except where tests prescribed by § 236.588 are performed at intervals of not more than two months, each locomotive equipped with an automatic cab signal or train stop or train control device operating in equipped territory shall be inspected for damage to the equipment and tested at least once each calendar day or within 24 hours before departure upon each trip. Section 236.588 requires that except as provided in § 236.586, periodic tests of the automatic train stop, train control, or cab signal apparatus be made at least once every 92 days, and on multiple-unit cars as specified by the carrier, subject to approval by FRA. ASLRRA petitions to increase the time between inspections under § 236.588 to 184 days for a five-year waiver period, subject to conditions, during which time it aims to show that there would be no degradation in safety resulting from this change.

ASLRRA states that like the locomotive controls covered under 49 CFR 229.23, today's automatic train stop, train control, and cab signal apparatus devices use microprocessor-based technology. This technology provides enhanced safety for the following reasons: (1) The microprocessor-based system has diagnostics that monitor the functioning of cab signal equipment and records faults, particularly with respect to features relevant to the periodic inspection; (2) major faults are instantly addressed; (3) minor faults are addressed through later data analysis; (4) in some cases, railroads have the capability of analyzing the data remotely, without the need for the locomotive to be shopped; and (5) if the system detects a failure, the system goes into fail-safe mode and triggers a penalty air brake application. ALSRRA contends performing signal inspections pursuant to § 236.588 in conjunction with and under the same schedule as the locomotive inspections under § 229.23(b) would increase efficiency without compromising safety.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the Department of Transportation's Docket Operations Facility, 1200 New Jersey Ave. SE, W12–140, Washington,

DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

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 May 29, 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 Safety, Chief Safety Officer.

[FR Doc. 2020–07787 Filed 4–13–20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2019–0221 (Notice No. 2020–03)]

Hazardous Materials: Information Collection Activities

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

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Requests (ICRs) discussed below will be forwarded to the Office of Management and Budget (OMB) for renewal and extension. These ICRs describe the nature of the information collections and their expected burdens. A **Federal Register** notice with a 60-day comment period soliciting comments on these ICRs was published in the **Federal Register** on January 16, 2020 under Docket No. PHMSA–2019–0221 (Notice No. 2019–12).

DATES: Interested persons are invited to submit comments on, or before May 14, 2020.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

We invite comments on: (1) Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (2) the accuracy of the Department's estimate of the burden of the proposed information collection; (3) ways to enhance the quality, utility, and clarity of the information to be collected; and (4) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Docket: For access to the Dockets to read background documents or comments received, go to <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT:

Steven Andrews or Shelby Geller, Standards and Rulemaking Division, (202) 366–8553, Pipeline and Hazardous Materials Safety Administration, U.S.