

the grantor's land lying within the right of way lines depicted on the attached Right of Way Parcel Plat, marked EXHIBIT "B", described as follows: Beginning at the northeast corner of said lot; thence South 0 degrees 35 minutes 55 seconds East 22.02 feet along the east line of said lot to point "515" designated on said parcel plat; thence Westerly 314.79 feet along an arc to the left and having a radius of 4,040.00 feet and subtended by a long chord having a bearing of North 88 degrees 20 minutes 08 seconds West and a length of 314.72 feet to the west line of said lot; thence North 0 degrees 35 minutes 55 seconds West 9.60 feet along said west line to the northwest corner of said lot; thence North 89 degrees 24 minutes 05 seconds East 314.47 feet along the north line of said lot to the point of beginning and containing 0.099 acres, more or less.

#### Parcel 27

A part of the Northeast Quarter of Section 30, Township 6 North, Range 6 East, Jackson County, Indiana, and being that part of the grantor's land lying within the right of way lines depicted on the attached Right of Way Parcel Plat, marked EXHIBIT "B", described as follows: Beginning at a point on the east line of said section North 1 degree 21 minutes 22 seconds West 447.85 feet from the southeast corner of said quarter section, said southeast corner being designated as point "10106" on said plat; thence South 45 degrees 16 minutes 05 seconds West 124.67 feet; thence North 21 degree 06 minutes 34 seconds West 123.55 feet to point "520" designated on said plat; thence South 88 degrees 48 minutes 26 seconds West 69.02 feet to point "519" designated on said plat; thence Northwesterly 737.90 feet along an arc to the right and having a radius of 1,260.00 feet and subtended by a long chord having a bearing of North 74 degrees 24 minutes 57 seconds West and a length of 727.40 feet to the northwestern line of the grantor's land; thence North 45 degrees 17 minutes 57 seconds East 154.46 feet along said northwestern line; thence Southeasterly 615.46 feet along an arc to the left and having a radius of 1,110.00 feet and subtended by a long chord having a bearing of South 75 degrees 18 minutes 30 seconds East and a length of 607.61 feet to point "610" designated on said plat; thence North 88 degrees 48 minutes 26 seconds East 120.02 feet to point "609" designated on said plat; thence North 8 degrees 00 minutes 09 seconds East 139.41 feet to the south line of a 5.132-acre tract of land described in Miscellaneous Record Y, page 365; thence North 88 degrees 43 minutes 38 seconds East 58.28 feet

along said south line and along the prolonged south line of said 5.132-acre tract to the east line of said section; thence South 1 degree 21 minutes 22 seconds East 317.98 feet along said east line to the point of beginning and containing 3.451 acres, more or less, inclusive of the presently existing right of way, which contains 0.181 acres, more or less.

#### Parcel 27A

A part of the Northeast Quarter of Section 30, Township 6 North, Range 6 East, Jackson County, Indiana, and being that part of the grantor's land lying within the right of way lines depicted on the attached Right of Way Parcel Plat, marked EXHIBIT "B", described as follows: Beginning at a point on the east line of said section North 1 degree 21 minutes 22 seconds West 193.13 feet from the southeast corner of said quarter section, said southeast corner being designated as point "10106" on said plat; thence South 88 degrees 38 minutes 38 seconds West 29.90 feet to point "521" designated on said plat; thence North 21 degrees 06 minutes 34 seconds West 179.67 feet; thence North 45 degrees 16 minutes 05 seconds East 124.67 feet to the east line of said section; thence South 1 degree 21 minutes 22 seconds East 254.72 feet along said east line to the point of beginning and containing 0.323 acres, more or less, inclusive of the presently existing right of way, which contains 0.134 acres, more or less.

#### Parcel 28

A part of the Northeast Quarter of Section 30, Township 6 North, Range 6 East, Jackson County, Indiana, and being that part of the grantor's land lying within the right of way lines depicted on the attached Right of Way Parcel Plat, marked EXHIBIT "B", described as follows: Beginning at a point on the east line of said section North 1 degree 21 minutes 22 seconds West 765.82 feet from the southeast corner of said quarter section, said southeast corner being designated as point "10106" on said plat, said point of beginning being the intersection of said east line with the prolonged south line of a 5.132-acre tract of land described in Miscellaneous Record Y, page 365; thence South 88 degrees 43 minutes 38 seconds West 58.28 feet along said prolonged south line and along the south line of said 5.132-acre tract of land; thence North 8 degrees 00 minutes 09 seconds East 174.54 feet to point "608" designated on said plat; thence North 88 degrees 38 minutes 38 seconds East 29.90 feet to the east line of said section; thence South 1 degree 21 minutes 22 seconds

East 172.31 feet along said east line to the point of beginning and containing 0.174 acres, more or less, inclusive of the presently existing right of way, which contains 0.095 acres, more or less.

Issued in Des Plaines, IL on July 22, 2020.

**Debra L Bartell,**

*Manager, Chicago Airports District Office, FAA, Great Lakes Region.*

[FR Doc. 2020-16231 Filed 7-24-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-1999-6254]

#### Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on July 15, 2020, the Santa Clara Valley Transportation Authority (SCVTA) petitioned the Federal Railroad Administration (FRA) to renew a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR parts 214, 217, 219, 220, 221, 223, 225, 228, 229, 231, 233, 236, 238, and 239. FRA assigned the petition Docket Number FRA-1999-6254.

In its petition, SCVTA seeks to extend the terms and conditions of its shared use waiver, originally granted by FRA's Railroad Safety Board on September 26, 2005; modified in 2008; extended in 2011, 2013, 2018, and 2019. Specifically, SCVTA requests the following relief, for a period of five years: partial relief from part 220, Railroad Communications, for SCVTA employees, except its dispatchers; partial relief from part 225, Railroad Accidents/Incident Reports, only for employee injuries; and full relief from some parts of multiple regulations (*e.g.*, 49 CFR parts 217, 219, 221, 229, 238, and 239).

This shared use waiver is for the continued operation of the SCVTA rail fixed guideway transit system with the Union Pacific Railroad (UPRR) in the Vasona Corridor. SCVTA shares this corridor with UPRR, as they operate in parallel for 5 miles of the existing 15-mile-long UPRR Vasona Industrial Lead. It serves the cities of southwest San Jose and Campbell, California. Because SCVTA owns this 5-mile-long portion of the shared corridor, SCVTA and UPRR have executed an Operations and Maintenance Agreement, which includes an exclusive operating easement, allowing UPRR to fulfill its

obligations as a common carrier of freight by continuing its existing freight operations within the purchased corridor. This agreement requires SCVTA to inspect, maintain, and repair all tracks, signal systems, and automatic warning devices along the freight track within that portion of the corridor shared with SCVTA tracks.

SCVTA explains it has worked diligently with FRA to rectify compliance concerns found during the 2018–2019 waiver relief period, and seeks a full five-year extension of the regulations as previously granted in this docket.

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. 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, 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 September 10, 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](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.

[FR Doc. 2020–16229 Filed 7–24–20; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA–2020–0056]

#### Program Approval: Canadian Pacific Railway Company

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

**ACTION:** Notice of approval.

**SUMMARY:** FRA is issuing this notice to explain its rationale for approving a Canadian Pacific Railway Company (CP) petition for a Test Program designed to test track inspection technologies (*i.e.*, an autonomous track geometry measurement system) and new operational approaches to track inspections and its rationale for granting a limited, temporary suspension of a substantive FRA rule that is necessary to facilitate the conduct of the Test Program.

**FOR FURTHER INFORMATION CONTACT:** Yu-Jiang Zhang, Staff Director, Track and Structures Division, Office of Railroad Safety, FRA, 1200 New Jersey Avenue SE, Washington, DC 20590, telephone (202) 493–6460 or email [yujiang.zhang@dot.gov](mailto:yujiang.zhang@dot.gov); Aaron Moore, Attorney, Office of Chief Counsel, FRA, 1200 New Jersey Avenue SE, Washington, DC 20590, telephone (202) 493–7009 or email [aaron.moore@dot.gov](mailto:aaron.moore@dot.gov).

**SUPPLEMENTARY INFORMATION:** On July 2, 2020, CP petitioned FRA under title 49 Code of Federal Regulations (CFR) § 211.51 to suspend certain requirements of FRA’s track safety regulations to conduct a program to test new track inspection technologies (*i.e.*, an autonomous track geometry measurement system) and new operational approaches to track inspections. CP also submitted a written Test Program providing a description of the proposed tests and the geographic scope of the testing territory.

The Test Program specifies that the tests will be conducted on approximately 480 miles of track on CP’s corridor between St. Paul, Minnesota and Rondout, Illinois.

The Test Program is designed to test autonomous track geometry measurement systems and gradually decrease manual visual inspections as an alternative to FRA’s inspection frequency requirements. CP indicates that it will continue to use other inspection technologies during the Test Program, including: (1) Vehicle Track Interaction monitoring systems; and (2) ultrasonic rail inspection systems; and (3) optical joint bar inspection systems. The Test Program will be carried out in three separate phases over the course of 12 months, as detailed in Exhibit C of the Test Program (available for review at [www.regulations.gov](http://www.regulations.gov) (docket number FRA–2020–0056)).

After review and analysis of CP’s petition for a Test Program, subject to certain conditions designed to ensure safety, FRA approved CP’s Test Program and suspended the requirements of 49 CFR 213.233(b)(3)<sup>1</sup> and (c) as necessary to carry out the Test Program. A copy of FRA’s letter approving CP’s Test Program and granting the requested limited temporary suspension of 49 CFR 213.233(b)(3) and (c), as well as a complete copy of the Test Program, is available in docket number FRA–2020–0056 at [www.regulations.gov](http://www.regulations.gov). FRA’s letter approving CP’s Test Program and granting the requested limited temporary suspension of certain regulations specifically details the conditions CP will need to undertake during the Test Program. As required by 49 CFR 211.51(c), FRA is providing this explanatory statement describing the Test Program.

As explained more fully in its approval letter, FRA finds that the temporary, limited suspension of 49 CFR 213.233(b)(3) and (c) is necessary to the conduct of the approved Test Program, which is specifically designed to evaluate the effectiveness of new automated track inspection technologies and operational methods. Furthermore, FRA also finds that the scope and application of the granted suspension of 49 CFR 213.233(b)(3) and (c) as applied to the Test Program are limited to that necessary to conduct the Test Program. Finally, FRA’s approval letter outlines the conditions of the Test Program that will ensure standards sufficient to assure safety.

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

[FR Doc. 2020–16222 Filed 7–24–20; 8:45 am]

**BILLING CODE 4910–06–P**

<sup>1</sup> The suspension of 49 CFR 213.233(b)(3) only applies to Phase 3 of the Test Program.