

no longer needed. Of the total 32,566 acres, 5,705 acres are identified as Parcel V; 9,302 acres are from the 26,807-acre parcel known as N-2; 9,745 acres are from the 19,238-acre parcel known as K-3; 3,654 acres are from the 22,588-acre parcel known as K-4; and 4,169 acres are from the 63,731-acre Parcel X-2. The parcels were identified on the Airport Property Map—Exhibit A accepted July 15, 2015. The 32,566 acres is proposed for sale to The Rockefeller Group Development Corporation (Rockefeller Group), 500 International Drive North, Suite 345, Mt. Olive, NJ 07828. As shown on the Airport Layout Plan, the property is not needed now or in the future for airport development. The Federal share of the proceeds of the sale will be distributed towards approved AIP eligible efforts, with the remaining proceeds to be utilized to operate the airport.

Any person may inspect the request by appointment at the FAA office address listed above.

Interested persons are invited to comment on the proposed release. All comments will be considered by the FAA to the extent practicable.

Issued in Camp Hill, Pennsylvania, September 28, 2020.

Rick Harner,

Manager, Harrisburg Airports District Office.

[FR Doc. 2020-22101 Filed 10-6-20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2020-0078]

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System

Under part 235 of title 49 of the Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that on September 21, 2020, Union Pacific Railroad Company (UPRR) petitioned the Federal Railroad Administration (FRA) seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA-2020-0078.

Applicant: Union Pacific Railroad Company, Mr. Neal Hathaway, A.V.P.—Signal Maintenance & Construction, 1400 Douglas Street, MS/RM 0910, Omaha, NE 68179

Specifically, UPRR requests permission to re-classify a portion of Main Track #2 from yard limits (YL)/automatic block system (ABS) to YL, between milepost (MP) 2.6 and MP 4.7, allowing the remote control locomotive

(RCL) pullback on Main Track #2 to be extended through Grand Avenue at Milwaukee Subdivision (Proviso Yard 9) located in Proviso, Illinois.

UPRR states that extending YL on Main Track #2 will allow Operating Practices to pull longer cuts out of the yard, which will in turn help with congestion and conflict in the yard. RCL Operations would end a minimum of 290 feet from the track feed for the signal at MP 4.7 on Main Track #2.

The current configuration of the 2WT track circuit and the Main Track Crossover between the current end of ABS Limits and MP 4.7 will not change with this application.

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:

- *Web site:* <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. 2020-22204 Filed 10-6-20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2020-0075]

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 15, 2020, Southern California Regional Rail Authority (SCRRA) 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 229, Railroad Locomotive Safety Standards; 49 CFR part 231, Railroad Safety Appliance Standards; and 49 CFR part 238, Passenger Equipment Safety Standards. FRA assigned the petition Docket Number FRA-2020-0075.

Specifically, SCRRA is requesting relief from portions of 49 CFR 229.47(b), *Emergency brake valve*; 231.14(a)(2), (b)-(d), (f), (g), *Passenger-train cars without end platforms*; and 238.305(c)(5), *Interior calendar day mechanical inspection of passenger cars*, for three new Fast Light Intercity and Regional Train (FLIRT) Diesel Multiple Unit (DMU) railcars manufactured by Stadler US.

The new FLIRT DMU railcars are to undergo pre-revenue service testing on the SCRRA system and be used in revenue service on an extension of the SCRRA San Bernardino line known as the Redlands Passenger Rail Project (RPRP). The RPRP is a 9-mile rail corridor owned by the San Bernardino County Transportation Authority (SBCTA). Before the start of revenue service, SBCTA will transfer track responsibility and vehicle ownership to SCRRA. The RPRP will have five station stops beginning at the San Bernardino—Downtown station and ending at the Redlands—University station.

SCRRA asserts that the FLIRT trainset is a service-proven design based on