

advisory opinions are not binding on the Department of State and may not be used in future matters before the Department.

Users electronically submit requests for advisory opinions to DDTC via The Defense Export Control and Compliance System (DECCS) portal; users are able to retrieve responses using the same system. DDTC staff members have defined the data fields which are most relevant and necessary for requests for advisory opinions and developed the means to accept this information from the industry in a secure system. The revision of this information collection is meant to conform the current OMB-approved data collection to DDTC's new case management system.

### Methodology

This information will be collected by electronic submission to the Directorate of Defense Trade Controls.

Neal Kringlel,

Director of Management, Directorate of Defense Trade Controls, Department of State.

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## SURFACE TRANSPORTATION BOARD

[Docket No. AB 303 (Sub-No. 57X)]

### Wisconsin Central Ltd.— Discontinuance of Service Exemption—in Barron County, Wis.

Wisconsin Central Ltd. (WCL) has filed a verified notice of exemption under 49 CFR part 1152, subpart F—*Exempt Abandonments and Discontinuances of Service*, to discontinue service over an approximately 4.52-mile portion of WCL's Barron Subdivision between milepost 85.40 at Poskin (immediately east of 9¾ Street) and extending west to milepost 80.88 at Almena (approximately 1.0 mile southwest of the railroad crossing at Lightning Creek), all in Barron County, Wis. (the Line). The Line traverses U.S. Postal Service Zip Codes 54805 and 54889.

WCL has certified that: (1) No local traffic has moved over the Line for at least two years; (2) overhead traffic (of which none exists) could be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the Line (or a state or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the Surface Transportation Board (Board) or any U.S. District Court or has been decided in favor of a complainant within the two-year period; and (4) the

requirements at 49 CFR 1105.12 (newspaper publication) and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the discontinuance of service shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) <sup>1</sup> to subsidize continued rail service has been received, this exemption will be effective on August 27, 2020, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues and formal expressions of intent to file an OFA to subsidize continued rail service under 49 CFR 1152.27(c)(2) <sup>2</sup> must be filed by August 7, 2020.<sup>3</sup> Petitions for reconsideration must be filed by August 17, 2020, with the Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001.

A copy of any petition filed with Board should be sent to WCL's representative, Bradon J. Smith, Fletcher & Sippel LLC, 29 N Wacker Drive, Suite 800, Chicago, IL 60606.

If the verified notice contains false or misleading information, the exemption is void ab initio.

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

Decided: July 23, 2020.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Regena Smith-Bernard,  
Clearance Clerk.

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<sup>1</sup> Persons interested in submitting an OFA to subsidize continued rail service must first file a formal expression of intent to file an offer, indicating the intent to file an OFA for subsidy and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(2)(i).

<sup>2</sup> The filing fee for OFAs can be found at 49 CFR 1002.2(f)(25).

<sup>3</sup> Because this is a discontinuance proceeding and not an abandonment, interim trail use/rail banking and public use conditions are not appropriate. Because there will be an environmental review during abandonment, this discontinuance does not require environmental review.

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on a Land Release Request at Malden Regional Airport & Industrial Park (MAW), Malden, MO

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of request to release of airport land.

**SUMMARY:** The FAA proposes to rule and invites public comment on the request to release and sell 5.0 acres of federally obligated airport property at the Malden Regional Airport & Industrial Park (MAW), Malden, Missouri.

**DATES:** Comments must be received on or before August 27, 2020.

**ADDRESSES:** Comments on this application may be mailed or delivered to the FAA at the following address: Amy J. Walter, Airports Land Specialist, Federal Aviation Administration, Airports Division, ACE-620G, 901 Locust, Room 364, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to: David Blalock, Airport Manager, City of Malden Regional Airport & Industrial Park, 3077 Mitchell Drive, P.O. Box 411, Malden, MO 63863-0411, (573) 276-2279.

**FOR FURTHER INFORMATION CONTACT:** Amy J. Walter, Airports Land Specialist, Federal Aviation Administration, Airports Division, ACE-620G, 901 Locust, Room 364, Kansas City, MO 64106, (816) 329-2603, [amy.walter@faa.gov](mailto:amy.walter@faa.gov). The request to release property may be reviewed, by appointment, in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA invites public comment on the request to release 5.0 acres of airport property at the Malden Regional Airport & Industrial Park (MAW) under the provisions of 49 U.S.C. 47107(h)(2). This is a Surplus Property Airport. The City of Malden requested a release from the FAA to sell the 5.0 acre tract. The buyer, S and S Trucking and Transportation LLC will use the land for development. The FAA determined this request to release and sell property at the Malden Regional Airport & Industrial Park (MAW) submitted by the Sponsor meets the procedural requirements of the FAA and the release and sale of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner

than thirty days after the publication of this notice.

*The following is a brief overview of the request:*

The Malden Regional Airport & Industrial Park (MAW) is proposing the release and sale of airport property containing 5.0 acres. The release of land is necessary to comply with Federal Aviation Administration Grant Assurances that do not allow federally acquired airport property to be used for non-aviation purposes. The sale of the subject property will result in the land at the Malden Regional Airport & Industrial Park (M) being changed from aeronautical to non-aeronautical use and release the lands from the conditions of the Airport Improvement Program Grant Agreement Grant Assurances in order to sell the land. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value for the property, which will be subsequently reinvested in another eligible airport improvement project for general aviation use.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon appointment and request, inspect the application, notice and other documents determined by the FAA to be related to the application in person at the Malden City Hall.

Issued in Kansas City, MO, on July 22, 2020.

**Jim A. Johnson,**

*Director, FAA Central Region, Airports Division.*

[FR Doc. 2020-16311 Filed 7-27-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Discretionary Funding Opportunity: Grants for Pilot Program for Expedited Project Delivery

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice of funding opportunity (NOFO).

**SUMMARY:** The Federal Transit Administration (FTA) announces the opportunity to apply for a total of \$225 million in Fiscal Year (FY) 2020, FY 2019, FY 2017 and FY 2016 funds under the Expedited Project Delivery Pilot Program (EPD Pilot Program) authorized by Section 3005(b) of the Fixing America's Surface Transportation Act

(FAST Act). The EPD Pilot Program is aimed at expediting delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects. These projects must utilize public-private partnerships, be operated and maintained by employees of an existing public transportation provider, and have a Federal share not exceeding 25 percent of the project cost. The FAST Act specifies that not more than eight projects can be awarded grants under the EPD Pilot Program. FTA may award additional funds if they are made available to the EPD Pilot Program.

**DATES:** Applications will be accepted on a rolling basis until up to eight grants are awarded and subject to funding availability. Complete proposals must be submitted electronically through the EPD Pilot Program website at <https://www.transit.dot.gov/funding/grants/pilot-program-expedited-project-delivery-3005b>. Mail and fax submissions will not be accepted.

**FOR FURTHER INFORMATION CONTACT:** Susan Eddy, FTA Office of Planning and Environment, 202-366-5499, or [susan.eddy@dot.gov](mailto:susan.eddy@dot.gov).

#### SUPPLEMENTARY INFORMATION:

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##### A. Program Description

Section 3005(b) of the FAST Act, Public Law 114-94 (December 4, 2015), authorizes FTA to award not more than eight grants for the EPD Pilot Program through a discretionary process, as described in this notice, for new fixed guideway capital projects, small starts projects, or core capacity improvement projects that have not yet entered a construction grant agreement with the FTA. The law defines these types of eligible projects for the EPD Pilot Program in a manner similar to, but not entirely the same as, FTA's Capital Investment Grants (CIG) program. The FTA encourages applicants to review the definitions found in Section C of this NOFO to ensure the project's eligibility. Projects must utilize public-private partnerships, be operated and maintained by employees of an existing public transportation provider, and have a Federal share not exceeding 25 percent of the project cost.

On September 12, 2018, FTA published a **Federal Register** Notice

(FRN) soliciting expressions of interest in the EPD Pilot Program. In response to the FRN, four project sponsors, representing a total of seven projects, submitted expressions of interest. FTA worked with all four project sponsors to further define the steps in the EPD Pilot Program for the projects to be eligible for funding. On August 28, 2019, FTA announced the allocation of \$125 million under the EPD Pilot Program to the Santa Clara Valley Transportation Authority (VTA) for the Bay Area Rapid Transit (BART) Silicon Valley Phase II project. VTA was one of the four sponsors that previously expressed an interest in the program. The remaining \$100 million is currently available for allocation.

All interested project sponsors, including those who submitted expressions of interest in response to the FRN, even if they have received or will receive an allocation, must meet the EPD Pilot Program requirements contained in this NOFO and must apply based on the requirements further described in this NOFO before they can be considered for a construction grant agreement. Project sponsors who did not previously express an interest in the EPD Pilot Program are eligible to apply to the EPD Pilot Program consistent with the eligibility and application requirements of the EPD Pilot Program.

##### B. Federal Award Information

Congress appropriated \$100 million for the EPD Pilot Program in FY 2020, \$100 million in FY 2019, \$20 million in FY 2017, and \$5 million in FY 2016. The FTA is announcing the opportunity to apply for \$225 million in grant funding through this notice. Successful applicants will receive a grant from FTA.

The FTA will grant pre-award authority to incur costs for selected projects beginning on the date that the project selections are announced.

##### C. Eligibility Information

###### 1. Eligible Applicants

Eligible applicants to the EPD Pilot Program are state or local government authorities who must demonstrate:

- a. The requisite legal, financial, and technical capacities to carry out the eligible project, including the safety and security aspects of the eligible project;
- b. Satisfactory continuing control over the use of the equipment or facilities;
- c. The technical and financial capacity to maintain new and existing equipment and facilities;
- d. That they have qualified advisors providing guidance on the terms and structure of the project who are