

### B. Self-Regulatory Organization's Statement on Burden on Competition

Nasdaq does not believe that the proposed rule change will result in any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act, as amended. As noted above, Nasdaq faces competition in the market for listing services, and competes, in part, by offering valuable services to companies. The proposed rule change reflects that competition, but does not impose any burden on the competition with other exchanges. Rather, Nasdaq believes that some companies will find the proposed board recruiting solution an attractive offering and therefore make listing or remaining listed on Nasdaq more attractive, which will enhance competition for listings.

Other exchanges can also offer similar services to companies, thereby increasing competition to the benefit of those companies and their shareholders. Accordingly, Nasdaq does not believe the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Exchange Act, as amended.

### C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were either solicited or received.

### III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

Within 45 days of the date of publication of this notice in the **Federal Register** or within such longer period up to 90 days (i) as the Commission may designate if it finds such longer period to be appropriate and publishes its reasons for so finding or (ii) as to which the self-regulatory organization consents, the Commission will:

- (A) By order approve or disapprove the proposed rule change, or
- (B) institute proceedings to determine whether the proposed rule change should be disapproved.

### IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

#### Electronic Comments

- Use the Commission's internet comment form (<http://www.sec.gov/rules/sro.shtml>); or
- Send an email to [rule-comments@sec.gov](mailto:rule-comments@sec.gov). Please include File Number SR-NASDAQ-2020-082 on the subject line.

#### Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street, NE, Washington, DC 20549-1090.

All submissions should refer to File Number SR-NASDAQ-2020-082. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (<http://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549, on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR-NASDAQ-2020-082, and should be submitted on or before December 31, 2020.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.<sup>28</sup>

**J. Matthew DeLesDernier**,  
Assistant Secretary.

[FR Doc. 2020-27089 Filed 12-9-20; 8:45 am]

**BILLING CODE 8011-01-P**

<sup>28</sup> 17 CFR 200.30-3(a)(12).

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2020-0027-N-35]

### Proposed Agency Information Collection Activities; Comment Request

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

**ACTION:** Notice of information collection; request for comment.

**SUMMARY:** Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, FRA seeks approval of the Information Collection Request (ICR) abstracted below. Before submitting this ICR to the Office of Management and Budget (OMB) for approval, FRA is soliciting public comment on specific aspects of the activities identified below.

**DATES:** Interested persons are invited to submit comments on or before February 8, 2021.

**ADDRESSES:** Submit written comments and recommendations for the proposed ICR to Ms. Kim Toone, Information Collection Clearance Officer, Office of Information Technology, at [Kim.Toone@dot.gov](mailto:Kim.Toone@dot.gov). Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

**SUPPLEMENTARY INFORMATION:** The PRA, 44 U.S.C. 3501-3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60-days' notice to the public to allow comment on information collection activities before seeking OMB approval of the activities. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. Specifically, FRA invites interested parties to comment on the following ICR regarding: (1) Whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (2) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways for FRA to minimize the burden of information collection activities on the public, including the use of automated

collection techniques or other forms of information technology. See 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1).

FRA believes that soliciting public comment may reduce the administrative and paperwork burdens associated with the collection of information that Federal regulations mandate. In summary, FRA reasons that comments received will advance three objectives: (1) Reduce reporting burdens; (2) organize information collection requirements in a “user-friendly” format to improve the use of such information; and (3) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

*Title:* Metrics and Minimum Standards for Intercity Passenger Rail Service.

*OMB Control Number:* 2130–0623.

*Abstract:* On October 16, 2008, President George W. Bush signed the Passenger Rail Investment and Improvement Act of 2008, Public Law 110–432, 122 Stat. 4907 (PRIIA) into law. Section 207 of PRIIA requires FRA and Amtrak jointly to develop new or improved metrics and minimum

standards for measuring the performance and service quality of intercity passenger train operations, including cost recovery, on-time performance and minutes of delay, ridership, on-board services, stations, facilities, equipment, and other services.

Section 207 also calls for consultation with the Surface Transportation Board, rail carriers over whose rail lines Amtrak trains operate, States, Amtrak employees, and groups representing Amtrak passengers, as appropriate.

Section 207 further provides that the metrics, at a minimum, must include: The percentage of avoidable and fully allocated operating costs covered by passenger revenues on each route; ridership per train mile operated; measures of on-time performance and delays incurred by intercity passenger trains on the rail lines of each rail carrier; and, for long-distance routes, measures of connectivity with other routes in all regions currently receiving Amtrak service and the transportation needs of communities and populations that are not well-served by other forms of intercity transportation.

Section 207 also provides that the FRA Administrator must collect the necessary data and publish a quarterly report on the performance and service

quality of intercity passenger train operations, including Amtrak’s cost recovery, ridership, on-time performance and minutes of delay, causes of delay, on-board services, stations, facilities, equipment, and other services.

In connection with the Congressional mandate, FRA’s Metrics and Minimum Standards for Intercity Passenger Rail Service final rule sets forth a number of metrics that must be collected. 85 FR 72971. On November 23, 2020, FRA published a request for emergency processing of a collection of information because FRA could not reasonably comply with normal clearance procedures to timely collect ridership data metrics and certified schedule metrics as required by § 273.5(b) and § 273.5(c). 85 FR 74783. This ICR request covers all metrics set forth in the final rule, including those covered by the emergency clearance.

*Type of Request:* Revision to a currently approved information collection.

*Affected Public:* Amtrak.

*Form(s):* N/A.

*Respondent Universe:*<sup>1</sup> 1 (Amtrak).

*Frequency of Submission:* Varied.

*Reporting Burden:*<sup>2</sup>

| CFR section  | Respondent universe | Total annual responses | Average time per responses | Total annual burden hours | Total annual burden hours notes   | Total cost equivalent <sup>3</sup> |
|--|---------------------|------------------------|----------------------------|---------------------------|---|------------------------------------|
| 273.5(a)—Customer on-time performance.                           | 1 railroad .....    | 4                      | 1                          | 4                         | .....   | \$310                              |
| 273.5(b)—Ridership data  | 1 railroad .....    | 12                     | 1                          | 22                        | (One-time 10 hour start-up burden + average response time).   | 1,704                              |
| 273.5(c)—Certified schedule.                                     | 1 railroad .....    | 7                      | 1                          | 27                        | (One-time 20 hour start-up burden + average response time in the first year; after first year it is one annual response with an average time per response of 1 hour). | 2,092                              |
| 273.5(c)(2)—Monthly letter to U.S. Congress and other officials. | 24 railroads .....  | 30                     | 10                         | 300                       | (Estimated to only be incurred in the first year) .....   | 50,328                             |
| 273.5(d)—Train delays ...  | 1 railroad .....    | 4                      | 1                          | 4                         | .....   | 310                                |
| 273.5(e)—Train delays per 10,000 train miles.                    | 1 railroad .....    | 4                      | 1                          | 4                         | .....   | 310                                |
| 273.5(f)—Station performance.                                    | 1 railroad .....    | 4                      | 1                          | 24                        | (One-time 20 hour start-up burden + average response time).   | 1,859                              |
| 273.5(f)—Host running time.                                      | 1 railroad .....    | 4                      | 1                          | 44                        | (One-time 40 hour start-up burden + average response time).   | 3,409                              |
| 273.7(a)—Customer satisfaction.                                  | 1 railroad .....    | 4                      | 1                          | 4                         | .....   | 310                                |
| 273.7(b)—Amtrak personnel.                                       | 1 railroad .....    | 4                      | 1                          | 4                         | .....   | 310                                |
| 273.7(c)—Information given.                                      | 1 railroad .....    | 4                      | 1                          | 4                         | .....   | 310                                |
| 273.7(d)—On-board comfort.                                       | 1 railroad .....    | 4                      | 1                          | 4                         | .....   | 310                                |
| 273.7(e)—On-board cleanliness.                                   | 1 railroad .....    | 4                      | 1                          | 4                         | .....   | 310                                |
| 273.7(f)—On-board food service.                                  | 1 railroad .....    | 4                      | 1                          | 4                         | .....   | 310                                |
| 273.9(a)—Cost recovery   | 1 railroad .....    | 4                      | 1                          | 4                         | .....   | 310                                |
| 273.9(b)—Avoidable operating costs covered by passenger revenue. | 1 railroad .....    | 4                      | 1                          | 4                         | .....   | 310                                |

<sup>1</sup> As noted in the table, the respondent universe for the required reporting in 49 CFR 273.5(c)(2) is 24 railroads.

<sup>2</sup> This table reflects the estimates for the first year which include one-time start up burdens. The annual response, burden and total cost equivalent

estimates are expected to decrease after the first year of this 3-year ICR period.

| CFR section   | Respondent universe | Total annual responses | Average time per responses | Total annual burden hours | Total annual burden hours notes                             | Total cost equivalent <sup>3</sup> |
|---|---------------------|------------------------|----------------------------|---------------------------|---|------------------------------------|
| 273.9(c)—Fully allocated core operating costs covered by passenger revenue. | 1 railroad .....    | 4                      | 1                          | 4                         | .....   | 310                                |
| 273.9(d)—Average ridership.   | 1 railroad .....    | 4                      | 1                          | 4                         | .....   | 310                                |
| 273.9(e)—Total ridership  | 1 railroad .....    | 4                      | 1                          | 4                         | .....   | 310                                |
| 273.11(a)—Connectivity  | 1 railroad .....    | 1                      | 1                          | 1                         | .....   | 77                                 |
| 273.11(b)—Missed connections.   | 1 railroad .....    | 1                      | 1                          | 11                        | (One-time 10 hour start-up burden + average response time). | 852                                |
| 273.11(c)—Community access.   | 1 railroad .....    | 1                      | 1                          | 11                        | (One-time 10 hour start-up burden + average response time). | 852                                |
| 273.11(d)—Service availability.   | 1 railroad .....    | 1                      | 1                          | 11                        | (One-time 10 hour start-up burden + average response time). | 852                                |
| <b>Total</b> .....  | .....               | <b>117</b>             | <b>15</b>                  | <b>507</b>                | .....   | <b>66,365.00</b>                   |

Total Estimated Annual Responses: 117.

Total Estimated Annual Burden: 507 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$66,365.

Under 44 U.S.C. 3507(a) and 5 CFR 1320.5(b) and 1320.8(b)(3)(vi), FRA informs all interested parties that a respondent is not required to respond to, conduct, or sponsor a collection of information that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

**Brett A. Jortland,**

Deputy Chief Counsel.

[FR Doc. 2020–27155 Filed 12–9–20; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

[Docket No. NHTSA–2020–0059; Notice 1]

**Notice of Receipt of Petition for Decision That Nonconforming Model Year 2012–2014 Mercedes Benz G500 and G500 Cabriolet Multi-Purpose Vehicles Are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration, Department of Transportation (DOT).

**ACTION:** Receipt of petition.

**SUMMARY:** This document announces the National Highway Traffic Safety Administration (NHTSA) receipt of a petition for a decision that model year (MY) 2012–2014 Mercedes Benz G500 and G500 Cabriolet Multi-Purpose Vehicles (MPVs) that were not originally manufactured to comply with all

<sup>3</sup> The dollar equivalent cost is derived from the Surface Transportation Board’s Full Year Wage A&B data series using the appropriate employee group hourly wage rate that includes a 75-percent overhead charge.

applicable Federal motor vehicle safety standards (FMVSS), are eligible for importation into the United States because they are substantially similar to vehicles that were originally manufactured for sale in the United States and that were certified by their manufacturer as complying with the safety standards (the U.S.-certified version of the 2012–2014 Mercedes Benz G500 and G500 Cabriolet MPVs) and are capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is January 11, 2021.

**ADDRESSES:** Interested persons are invited to submit written data, views, and arguments on this petition.

Comments must refer to the docket and notice number cited in the title of this notice and may be submitted by any of the following methods:

- **Mail:** Send comments by mail addressed to the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- **Hand Delivery:** Deliver comments by hand to the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except for Federal Holidays.

- **Electronically:** Submit comments electronically by logging onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Follow the online instructions for submitting comments.

- Comments may also be faxed to (202) 493–2251.

Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy

form, please ensure that two copies are provided. If you wish to receive confirmation that comments you have submitted by mail were received, please enclose a stamped, self-addressed postcard along with the comments. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

All comments and supporting materials received before the close of business on the closing date indicated above will be filed in the docket and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the fullest extent possible.

All comments, background documentation, and supporting materials submitted to the docket may be viewed by anyone at the address and times given above. The documents may also be viewed on the internet at <https://www.regulations.gov> by following the online instructions for accessing the dockets. The docket ID number for this petition is shown in the heading of this notice.

DOT’s complete Privacy Act Statement is available for review in a **Federal Register** notice published on April 11, 2000, (65 FR 19477–78).

**FOR FURTHER INFORMATION CONTACT:** Robert Mazurowski, Office of Vehicle Safety Compliance, NHTSA (202–366–1012).

**SUPPLEMENTARY INFORMATION:**

**Background**

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C.