

for reference. Other Federal tolling authorities include the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Pub. L. 100–17) and the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102–240).

The OTRB Section 129 Covered Facilities list can be found at the FHWA's Center for Innovative Finance Support's website at: https://www.fhwa.dot.gov/ipd/revenue/road_pricing/tolling_pricing/active_agreements.aspx. The FHWA will annually review and update this list for additions and completeness.

Section 166 Facilities

Under 23 U.S.C. 166(f)(2), the term "HOV facility" means a high occupancy vehicle facility. There are no exclusions or exceptions under this definition based on Federal-aid participation in the construction or operation of the HOV facility. Therefore, FHWA believes amendments made by Section 1411 of the FAST Act are applicable to all Section 166 HOV facilities, regardless of Federal-aid participation in the project.

E. Compliance

The requirements of 23 U.S.C. 129(a) and 23 U.S.C. 301 apply to the use of Federal-aid funds for construction (as defined at 23 U.S.C. 101(a)(4)) on tolled highways, bridges, and tunnels, including the use of emergency relief funds for repairs to toll facilities (see 23 CFR 668.109(b)(9)). When Federal funds are used for allowable purposes under 23 U.S.C. 129, grantees are required to follow applicable statute, regulations, and policies. This includes equal access and treatment for OTRBs.

F. Effective Date

If an OTRB entity believes equal access was not provided by a covered facility any time after December 4, 2015, that entity should contact the owner/operator of the facility to address this concern.

Issued on: February 15, 2018.

Brandye L. Hendrickson,

Acting Administrator, Federal Highway Administration.

[FR Doc. 2018–03617 Filed 2–21–18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Henry County, Virginia

AGENCY: U.S. Department of Transportation, Federal Highway Administration.

ACTION: Notice of Intent to prepare an environmental impact statement.

SUMMARY: The U.S. Department of Transportation, Federal Highway Administration (FHWA), in coordination with the Virginia Department of Transportation (VDOT), is issuing this notice of intent to advise the public, agencies, and stakeholders that an Environmental Impact Statement (EIS) will be prepared to study the effects of a highway project under consideration along the Route 220 corridor in Henry County, Virginia.

DATES: To ensure that a full range of issues related to the study are addressed and all potential issues are identified, comments and suggestions are invited from all interested parties. Comments and suggestions concerning the range of issues to be evaluated in the EIS should be submitted to FHWA at the address below within 30 days of the issuance of this notice to ensure timely consideration.

FOR FURTHER INFORMATION CONTACT: Mr. Mack Frost, Planning and Environment Specialist, Federal Highway Administration, 400 North 8th Street, Suite 750, Richmond, VA 23219–4825; email: Mack.Frost@dot.gov; (804)–775–3352.

SUPPLEMENTARY INFORMATION: The environmental review of transportation improvement alternatives for the Route 220 corridor will be conducted in accordance with the requirements of 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 all applicable Federal, State, and local governmental laws and regulations.

1. *Description of the Proposed Action:* The EIS will evaluate the environmental effects from reasonable project alternatives and determine the potential for significant impacts to social, economic, natural or physical environmental resources associated with these alternatives.

2. *Description of Study Area:* A study area large enough to incorporate

detailed studies for a full range of reasonable alternatives to be considered for the project will be evaluated. The study area is anticipated to generally encompass a portion of Henry County southeast of the City of Martinsville, roughly following Greensboro Road (U.S. Route 220) from the North Carolina state line until turning northeast along William F. Stone Highway (U.S. Route 58 Bypass) until A.L. Philpott Highway (U.S. Route 58). The specific geographic limits of the study area will be informed during scoping and defined through the course of the study.

3. *Scoping and Public Review Process:* VDOT, in coordination with FHWA, will solicit public and agency comments through this notice as well as public scoping meetings on the proposed action. The locations, dates, and times for each meeting will be publicized through the VDOT website (<http://www.virginiadot.org/projects/salem/default.asp>) and in newspapers with local and regional circulation, including the Roanoke Times and the Martinsville Bulletin. Scoping materials will be available at the meetings and oral and written comments will be solicited. Comments may also be sent to the address above.

Notification of the draft EIS for public and agency review will be made in the **Federal Register** and using other methods to be jointly determined by FHWA and VDOT. Those methods will identify where interested parties can go to review a copy of the draft EIS.

For the draft EIS, public hearings will be held and a minimum 45-day comment period will be provided. The hearings will be conducted by VDOT and announced a minimum of 15 days in advance of the meetings. VDOT will provide information for the public hearings, including the locations, dates, and times for each meeting through a variety of means including the VDOT website (<http://www.virginiadot.org/projects/salem/default.asp>) and by newspaper advertisement.

4. *Additional Review and Consultation:* The EIS will comply with other Federal and State requirements including, but not limited to: Section 404 of the Clean Water Act of 1972, the State water quality certification under Section 401 of the Clean Water Act of 1972; protection of endangered and threatened species under Section 7 of the Endangered Species Act; consideration of cultural resources under Section 106 of the National Historic Preservation Act; protection of water quality under the Virginia/National Pollutant Discharge Elimination System; and consideration

of minority and low income populations under Executive Order 12898; 23 U.S.C. 315; 49 CFR 1.48; 33 CFR part 325.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: February 13, 2018.

Mack Frost Jr.,

Environmental Specialist, Federal Highway Administration, Richmond, Virginia.

[FR Doc. 2018–03597 Filed 2–21–18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Funding Opportunity for Law Enforcement Strategies for Reducing Trespassing Pilot Grant Program

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

ACTION: Notice of Funding Opportunity (NOFO).

SUMMARY: This notice details the application requirements and procedures to obtain grant ¹ funding for eligible projects under the Law Enforcement Strategies for Reducing Trespassing Pilot Grant Program. The opportunities described in this notice are available under Catalog of Federal Domestic Assistance number 20.301, “Rail Safety Grants.”

DATES: Applications for funding under this solicitation are due no later than 5:00 p.m. EDT, on April 23, 2018. Applications for funding received after 5:00 p.m. EDT on April 23, 2018 will not be considered for funding. See Section D of this notice for additional information on the application process.

ADDRESSES: Applications must be submitted via www.Grants.gov. Only applicants who comply with all submission requirements described in this notice and submit applications through Grants.gov will be eligible for award. For any supporting application materials that an applicant is unable to submit via Grants.gov, an applicant may submit an original and two (2) copies to Amy Houser, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W36–412, Washington, DC 20590. However, due to

delays caused by enhanced screening of mail delivered via the U.S. Postal Service, applicants are advised to use other means of conveyance (such as courier service) to assure timely receipt of materials.

FOR FURTHER INFORMATION CONTACT: For further information regarding this notice, please contact Michail Grizkewitsch, Office of Railroad Safety, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W33–446, Washington, DC 20590; email: Michail.grizkewitsch@dot.gov; phone: (202) 493–1370.

SUPPLEMENTARY INFORMATION:

Notice to applicants: FRA recommends that applicants read this notice in its entirety prior to preparing application materials. There are several administrative prerequisites and eligibility requirements described herein that applicants must comply with to submit an application. Additionally, applicants should note that the required Project Narrative component of the application package may not exceed 25 pages in length.

Table of Contents

- A. Program Description
- B. Federal Award Information
- C. Eligibility Information
- D. Application and Submission Information
- E. Application Review Information
- F. Federal Award Administration Information
- G. Federal Awarding Agency Contact

A. Program Description

Trespassing on a railroad’s private property and along railroad rights-of-way is the leading cause of rail-related fatalities in America. Since 1997, more people have been fatally injured each year by trespassing than in motor vehicle collisions with trains at highway-rail grade crossings. Nationally, approximately 500 trespassing deaths occur each year.

By definition, trespassers are on railroad property without permission. They are most often people who walk across or along railroad tracks as a shortcut to another destination. They also may be engaged in another activity such as loitering, hunting, bicycling, snowmobiling, or all-terrain vehicle (ATV) riding.

From August 3 to August 6, 2015, FRA sponsored the 2015 Right-of-Way (ROW) Fatality and Trespass Prevention Workshop in Charlotte, North Carolina (<https://www.fra.dot.gov/conference/row/index.shtml>). One of the main objectives of the workshop was to present best practices and solicit new ideas about new or expanded initiatives, strategies, programs, and trespass

prevention. The workshop provided a variety of presentations which covered key topic areas such as community outreach, enforcement, hazard management, infrastructure design and technology, pedestrian issues, and intentional deaths/acts.

The Enforcement Session of the Workshop covered effective safety and security initiatives to identify, apprehend, prosecute, and track trespassers along railroad ROWs. One of the top recommended actions from the Enforcement Session was to “establish a federally funded grant program designed specifically for the enforcement of state, county, or municipal laws relating to railroad trespass violations.”

In response to that recommendation, FRA is initiating a “Pilot Grant Program” to assist communities at risk for rail trespassing related incidents and fatalities. The objective of this program is to evaluate the effectiveness of funding local law enforcement activities intended to reduce trespassing on the rail ROWs.

The funded agencies will perform rail trespassing enforcement related activities and report those activities and associated benefits to FRA. The data obtained from the activities performed in this Pilot Grant Program will help determine the effectiveness of funding local law enforcement agencies for rail trespass prevention activities.

Funding for research and development, including this Pilot Grant Program, was made available by the Consolidated Appropriations Act, 2016, Public Law 114–113, Div. L, Tit. I, 129 Stat. 2242, 2853 (2015). FRA’s research and development programs are authorized in 49 U.S.C. 20108, 49 U.S.C. 301(6) and 49 U.S.C. 103(i) authorizes the Administrator to make grants.

B. Federal Award Information

This notice contains the requirements and procedures applicants must follow to secure funding under the Pilot Grant Program. The total amount of discretionary funding available for approved expenses under this NOFO is \$150,000. There are no predetermined minimum or maximum dollar thresholds for awards. FRA anticipates making multiple awards with the available funding. FRA may not be able to award grants to all eligible applications, nor even to all applications that meet or exceed the stated evaluation criteria (see Section E, Application Review Information). Projects must be completed within the six-month period of performance under the grant. FRA will make awards for projects selected under this notice

¹ The term “grant” is used throughout this document and is intended to reference funding awarded through a grant agreement, as well as funding awarded through a cooperative agreement.