

CFR section <sup>1</sup>	Respondent universe	Total annual responses	Average time per responses	Total annual burden hours	Total cost equivalent <sup>2</sup>
—(f) Notification by RR of contractor employee non-compliance with Federal laws/regulations/orders to employee and employee's employer.	300 contractors .....	90 employee notices.	10 minutes .....	15	1,155
—(f) Notification by RR of contractor employee non-compliance with Federal laws/regulations/orders to employee and employee's employer.	300 contractors .....	270 employer notices.	10 minutes .....	45	3,465
—(i) and (j) Employer records of periodic oversight.	1,046 railroads/contractors.	150,000 records ....	5 minutes .....	12,500	962,500
243.207(a)—Written annual review of safety data (Railroads with 400,000 annual employee work hours or more).	22 railroads .....	22 reviews .....	16 .....	352	27,104
—(b) Railroad copy of written annual review at system headquarters.	22 railroads .....	22 review copies ...	5 minutes .....	1.8	139
—(e) Railroad notification to contractor of relevant training program adjustments.	22 railroads .....	2 notifications .....	15 minutes .....	.5	39
243.209(a)—(b)—Railroad maintained list of contractors utilized.	746 railroads .....	746 lists .....	30 minutes .....	373	28,721
—(c) Railroad duty to update list of contractors utilized and retain record for at least 3 years showing if a contractor was utilized in last 3 years.	746 railroads .....	75 updated lists ....	15 minutes .....	18.8	1,444
Total .....	1,155 railroads/contractors/training organizations/learning institutions.	165,054 responses	N/A .....	91,069	7,020,889

<sup>1</sup> Note: The current inventory exhibits a total burden of 282,824 hours while that of this requesting notice is 91,069 hours. FRA determined many of the estimates were initial estimates and outdated. Moreover, other estimates were not derived from PRA requirements, thus leading to the increased figures in the current inventory, which were decreased accordingly in this notice. Also, totals may not add due to rounding.

<sup>2</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.

*Total Estimated Annual Responses:*  
165,054.

*Total Estimated Annual Burden:*  
91,069 hours.

*Total Estimated Annual Burden Hour Dollar Cost Equivalent:* \$7,020,889.

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. 2020–21527 Filed 9–28–20; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2020–0076]

#### 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 18, 2020, BNSF Railway Company (BNSF) 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 213, Track Safety Standards. FRA assigned the petition Docket Number FRA–2020–0076.

Specifically, BNSF requests a waiver of compliance from 49 CFR 213.113, *Defective rails*, to permit an alternate means of affecting the remedial actions set forth in remedial action code C (49 CFR 213.113(c)). BNSF proposes that following the application of joint bars in accordance with remedial action code C, the track segment be operated as follows:

- Trains may continue to run at the maximum allowable speed for the track class until a maximum of 15 million gross tons (MGT) have traversed the track segment;
- after 15 MGT have traversed the segment, operating speed will be reduced to 50 miles per hour (mph) thereafter until the defective rail is replaced; and
- if the rail defect progresses to a 100% fracture, operating speed will be reduced to 10 mph thereafter until the defective rail is replaced.

BNSF states that the relief will promote railroad safety by allowing rail

inspection vehicles to maintain ideal inspection frequencies, which will ensure that BNSF track will be inspected more frequently and defects remedied and repaired more quickly.

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. 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:

- *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

(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 13, 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 [www.regulations.gov](http://www.regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety, Chief Safety Officer.*

[FR Doc. 2020-21466 Filed 9-28-20; 8:45 am]

BILLING CODE 4910-06-P

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Competitive Funding Opportunity: Pilot Program for Transit-Oriented Development Planning

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

**ACTION:** Notice of Funding Opportunity (NOFO).

**SUMMARY:** The Federal Transit Administration (FTA) announces the opportunity to apply for approximately \$6.22 million of Fiscal Year (FY) 2020 funding under the Pilot Program for Transit-Oriented Development Planning (Catalog of Federal Domestic Assistance #20.500). FTA may award additional funds if they are made available to the program prior to the announcement of project selections. As required by Federal public transportation law and subject to funding availability, funds will be awarded competitively to support comprehensive planning associated with new fixed guideway and core capacity improvement projects.

**DATES:** Complete proposals must be submitted electronically through the [GRANTS.GOV](http://GRANTS.GOV) “APPLY” function by 11:59 p.m. EDT on October 26, 2020. Prospective applicants should initiate the process by registering on the [GRANTS.GOV](http://GRANTS.GOV) website promptly to ensure completion of the application process before the submission deadline. Instructions for applying can be found on FTA’s website at <https://www.transit.dot.gov/TODPilot> and in the “FIND” module of [GRANTS.GOV](http://GRANTS.GOV). The [GRANTS.GOV](http://GRANTS.GOV) funding opportunity ID is FTA-2020-014-TPE. Mail and fax submissions will not be accepted.

**FOR FURTHER INFORMATION CONTACT:** Dwayne Weeks, FTA Office of Planning and Environment, (202) 493-0316, or [Dwayne.Weeks@dot.gov](mailto:Dwayne.Weeks@dot.gov). A TDD is available at 1-800-877-8339 (TDD/FIRS).

#### SUPPLEMENTARY INFORMATION:

##### 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 Contacts
- H. Technical Assistance and Other Program Information

#### A. Program Description

Section 20005(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21; Pub. L. 112-141, July 6, 2012), with funding authorized by 49 U.S.C. 5338(a)(2)(B), authorizes FTA to award funds under the Pilot Program for Transit-Oriented Development (TOD) Planning (TOD Pilot Program). The TOD Pilot Program grants are competitively awarded to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity improvement transit capital project as defined in Federal public transportation law (49 U.S.C. 5309(a)). (See section C of this NOFO for more information about eligibility.)

The TOD Pilot Program is intended to fund comprehensive planning that supports economic development, ridership, multimodal connectivity and accessibility, increased transit access for pedestrian and bicycle traffic, and mixed-use development near transit stations. The TOD Pilot Program also encourages identification of infrastructure needs and engagement with the private sector.

FTA is seeking comprehensive planning projects covering an entire transit capital project corridor, rather than proposals that involve planning for

individual station areas or only a small section of the corridor. To ensure that any proposed planning work both reflects the needs and aspirations of the local community, and also results in concrete, specific deliverables and outcomes, transit project sponsors must partner with entities with land use planning authority in the transit project corridor to conduct the planning work.

#### B. Federal Award Information

Federal public transportation law (49 U.S.C. 5338(a)(2)(B)) authorizes FTA to make grants for eligible comprehensive planning projects under Section 20005(b) of MAP-21. FTA intends to award all available funding (\$6.22 million) to selected applicants responding to this NOFO. Due to funding limitations, applicants that are selected for funding may receive less than the amount originally requested.

Only proposals from eligible recipients for eligible activities will be considered for funding. FTA anticipates minimum grant awards of \$250,000 and maximum grant awards of \$2,000,000.

#### C. Eligibility Information

##### 1. Eligible Applicants

Applicants under the TOD Pilot Program must be State or local governmental authorities and FTA grant recipients (*i.e.*, existing direct and designated recipients) as of the publication date of this NOFO. An applicant must be the project sponsor of an eligible transit capital project as defined below in section C, subsection 3 or an entity with land use planning authority in the project corridor of an eligible transit capital project. Except in cases where an applicant is both the sponsor of an eligible transit project and has land use authority in at least a portion of the transit project corridor, the transit project sponsor and at least one entity in the project corridor with land use planning authority must partner on the proposed comprehensive planning project. Documentation of this partnership must be included with the application; see section D, subsection 2 of this NOFO for further information.

Only one application per transit capital project corridor may be submitted to FTA. Multiple applications submitted for a single transit capital project corridor indicate that partnerships are not in place and FTA will reject all of the applications.

##### 2. Cost Sharing or Matching

The maximum Federal funding share is 80 percent.

Eligible sources of local match include the following: Cash from non-