

SURFACE TRANSPORTATION BOARD**[Docket No. FD 36469]**

Armstrong Hospitality Group, Ltd., Invictus Maneo Ltd., Oceaneer Investments Ltd., No. 245 Dynamic Endeavors Inc., The PRBA Alter Ego Trust, and Peter R.B. Armstrong—Continuance in Control—American Rocky Mountaineer LLC

Armstrong Hospitality Group, Ltd., Invictus Maneo Ltd., Oceaneer Investments Ltd., No. 245 Dynamic Endeavors Inc., The PRBA Alter Ego Trust, and Peter R.B. Armstrong, (collectively, Armstrong Group), all noncarriers, have filed a verified notice of exemption pursuant to 49 CFR 1180.2(d)(2) to continue in control of American Rocky Mountaineer LLC (American Rocky Mountaineer), upon American Rocky Mountaineer's becoming a Class III rail carrier.¹

This transaction is related to a concurrently filed petition for exemption by American Rocky Mountaineer in *American Rocky Mountaineer, LLC—Petition for Exemption from 49 U.S.C. Subtitle IV*, Docket No. FD 36468. In that docket, American Rocky Mountaineer is seeking an exemption from most of the provisions of 49 U.S.C. Subtitle IV, with respect to its proposed operation of passenger rail services between Moab, Utah, and Denver, Colo., on lines of Union Pacific Railroad Company.

The exemption will become effective on March 5, 2021 (30 days after the verified notice of exemption was filed). The verified notice states that the control exemption will be utilized when American Rocky Mountaineer becomes a rail carrier, subject to Board approval of the petition for exemption filed in Docket No. FD 36468.

Armstrong Group certifies that: (1) The lines of railroad on which American Rocky Mountaineer will operate will not connect with the rail lines operated by Great Canadian Railtour;² (2) the continuance in control

is not part of a series of anticipated transactions that would result in a connection between lines operated or to be operated by American Rocky Mountaineer or Great Canadian Railtour in the United States; and (3) no Class I carrier is involved in the transaction. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. *See* 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III carriers. Accordingly, the Board may not impose labor protective conditions here, because all the carriers involved are Class III carriers.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than February 26, 2021 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36469, should be filed with the Surface Transportation Board via e-filing on the Board's website. In addition, a copy of each pleading must be served on Armstrong Group's representative, Kevin M. Sheys, Hogan Lovells US LLP, 555 13th St. NW, Washington, DC 20004.

Board decisions and notices are available at www.stb.gov.

Decided: February 16, 2021.

By the Board, Allison C. Davis, Director, Office of Proceedings.

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2021-03417 Filed 2-18-21; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****[Docket No. FAA-2020-1046]**

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Federal Aviation Regulation Part 119—Certification: Air Carriers and Commercial Operators

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on November 4, 2020. Organizations that desire to become or remain certified as air carriers or commercial operators are mandated to report information to the FAA. The information collected reflects requirements necessary under parts 135, 121, and 125 to comply with Federal Aviation Regulation part 119—Certification: Air Carriers and Commercial Operators. The FAA will use the information it collects and reviews to ensure compliance and adherence to regulations and, if necessary, to take enforcement action on violators of the regulations.

DATES: Written comments should be submitted by March 22, 2021.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

FOR FURTHER INFORMATION CONTACT:

Steve Hanes by email at: steven.a.hanes@faa.gov; phone: 517-260-9179

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity

¹ According to the verified notice, Armstrong Group owns and controls Great Canadian Railtour Ltd. (Great Canadian Railtour), a Class III rail carrier. *See Great Canadian Railtour Co. Ltd.—Pet. for Exemption from 49 U.S.C. Subtitle IV*, FD 35851 (STB served June 3, 2015). The verified notice states that Armstrong Hospitality Group, Ltd., will control the railroads, and is itself controlled by Invictus Maneo Ltd., which is controlled by Oceaneer Investments Ltd., which is controlled by No. 245 Dynamic Endeavors Inc., which is controlled by the PRBA Alter Ego Trust, which is controlled by Peter R.B. Armstrong.

² The verified notice states that Great Canadian Railtour is authorized to operate in Washington but has not operated in the United States since 2019 and has no present plans to operate in the United States.

of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information.

OMB Control Number: 2120–0593.

Title: Federal Aviation Regulation part 119—Certification: Air Carriers and Commercial Operators.

Form Numbers: N/A.

Type of Review: Renewal of an information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on November 4, 2020 (85 FR 70222). One comment was received, however it was political in nature and does not relate to this information collection. The request for clearance reflects requirements necessary under parts 135, 121, and 125 to comply with part 119. The FAA will use the information it collects and reviews to ensure compliance and adherence to regulations and, if necessary, to take

enforcement action on violators of the regulations.

Respondents: 1,695 Air Carrier and Commercial Operators.

Frequency: Varies per Requirement.

Estimated Average Burden per Response: 5,174.5 Hours.

Estimated Total Annual Burden: \$155,016.73.

Issued in Washington, DC, on February 16, 2021.

Sheri A. Martin,

Management and Program Analyst, FAA, Air Transportation Division, AFS–200.

[FR Doc. 2021–03414 Filed 2–18–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF THE TREASURY

Community Development Financial Institutions Fund

Notice of Funds Availability Inviting Applications for Financial Assistance Awards or Technical Assistance Grants under the Community Development Financial Institutions Program Fiscal Year 2021 Funding Round

Funding Opportunity Title: Notice of Funds Availability (NOFA) inviting Applications for Financial Assistance (FA) awards or Technical Assistance (TA) grants under the Community Development Financial Institutions Program (CDFI Program) fiscal year (FY) 2021 Funding Round.

Announcement Type: Announcement of funding opportunity.

Funding Opportunity Number: CDFI–2021–FATA

Catalog of Federal Domestic Assistance (CFDA) Number: 21.020

Dates:

TABLE 1—FY 2021 CDFI PROGRAM FUNDING ROUND CRITICAL DEADLINES FOR APPLICANTS

Description	Deadline	Time (eastern time-ET)	Submission method
Last day to create an Awards Management Information Systems (AMIS) Account (all Applicants).	March 22, 2021	11:59 p.m	AMIS.
Last day to enter EIN and DUNS numbers in AMIS (all Applicants).	March 22, 2021	11:59 p.m	AMIS.
Last day to submit SF–424 Mandatory (Application for Federal Assistance).	March 22, 2021	11:59 p.m	Electronically via <i>Grants.gov</i> .
Last day for Applicants that meet the SECA requirements, but wish to apply for CORE–FA, to request creation of a Core-FA Application (if requesting more than \$700,000).	March 22, 2021	11:59 p.m	Service Request ¹ via AMIS.
Last day to contact CDFI Program staff	April 29, 2021	5:00 p.m	Service Request via AMIS Or CDFI Fund Helpdesk: 202–653–0421.
Last day to contact AMIS–IT Help Desk (regarding AMIS technical problems only).	May 3, 2021	5:00 p.m	Service Request via AMIS or 202–653–0422 Or <i>AMIS@cdfi.treas.gov</i> .
Last day to submit CDFI Program Application for Financial Assistance (FA) or Technical Assistance (TA).	May 3, 2021	11:59 p.m	AMIS.

Executive Summary: Through the CDFI Program, the CDFI Fund provides (i) FA awards of up to \$1 million to Certified Community Development Financial Institutions (CDFIs) to build their financial capacity to lend to Eligible Markets and/or their Target Markets, and (ii) TA grants of up to \$125,000 to build Certified, and Emerging CDFIs' organizational capacity to serve Eligible Markets and/or their Target Markets. All awards provided through this NOFA are subject to funding availability.

¹ Service Request shall mean a written inquiry or notification submitted to the CDFI Fund via AMIS.

I. Program Description

A. History: The CDFI Fund was established by the Riegle Community Development Banking and Financial Institutions Act of 1994 to promote economic revitalization and community development through investment in and assistance to CDFIs. The CDFI Program made its first awards in 1996 and the Native American CDFI Assistance (NACA) Program made its first awards in 2002.

B. Priorities: Through the CDFI Program's FA awards and TA grants, the CDFI Fund invests in and builds the capacity of for-profit and non-profit community based lending organizations

known as CDFIs. These organizations, certified as CDFIs by the CDFI Fund, serve rural and urban Low-Income people, and communities across the nation that lack adequate access to affordable Financial Products and Financial Services.

C. Authorizing Statutes and Regulations: The CDFI Program is authorized by the Riegle Community Development Banking and Financial Institutions Act of 1994 (Pub. L. 103–325, 12 U.S.C. 4701 *et seq.*) (Authorizing Statute). The regulations governing the CDFI Program are found at 12 CFR parts 1805 and 1815 (the Regulations) and set forth evaluation criteria and other program requirements. The CDFI Fund