

national pilot and the previous TTAP delivery model, the annual funding available for TTAP was approximately \$2 million per year and included funding from the TTP. Due to funding priorities within the TTP, the program no longer supports the TTAP. In addition, resource limitations preclude providing a multi-level (basic, intermediate, advanced) curriculum.

Delivery Models Advanced

The two delivery models described below combine the maximum number of objectives from the consultation sessions within the annual available funding for the TTAP—\$1.05 million per year. Both models have the potential for scalability and expansion. Any expansion would be incremental to ensure program fidelity is maintained. Opportunities identified during the consultation sessions—developing multi-tiered training, leveraging Tribal community colleges' assets for both credit and non-credit training, and providing individual scholarships to obtain highway craft skills through accredited organizations or those identified in future needs assessments—may be pursued subject to additional funding and legislative intent.

Three TTAP Regions with POCs & Part-time SME Support. Under this model, the FHWA would solicit offers for a POC for each region and subject matter expertise to support instructional training delivery and technical assistance. This model offers a minimum of 19 hours of technical assistance delivered by a SME in each region per month. The POC would coordinate the technical assistance requests and contact the appropriate SME or agency for resolution. The model budgets for 11 overnight trips each year for technical assistance calls or networking in the region. Each region would receive 3 training workshops per year in a multi-track format, providing an annual availability of 567 training hours (189 face-to-face hours in each of the 3 TTAP regions). The POC would solicit Tribes in the regions prior to the workshops to identify challenges and issues to be integrated into the training topics. The SME would incorporate discussion of these issues and challenges at the training workshops. At current funding levels, this model provides for the development of two additional training topics each year. Topics selected for development would be an outcome of the annual needs assessment and innovation topics ready for deployment. An electronic newsletter would be developed by the POC and published for each region.

BIA Regional Training Workshops & SME Assigned Four BIA Regions. Under this model, each SME would take on the functions of both POC and SME for the region. Each of the three SMEs would be responsible for four BIA regions. The technical assistance hours would be delivered in the time available to the SME. Each SME would have the ability to travel overnight 3 times to each BIA region for technical assistance and networking (a total of 12 overnight trips per year). The training hours and locations would be expanded from 9 workshops nationally under the above model to 24 workshops annually. Each BIA region would receive two 3-day, multi-track workshops for an availability of 1512 hours (126 face-to-face hours in each of the 12 BIA regions). As with the model above, SMEs would supplement the core training with regional specificity. At current funding levels, this model provides for the development of one additional training topic each year. The topic selected for development would be an outcome of the annual needs assessment and innovation topics ready for deployment. An electronic newsletter would be developed by the SME and published for the four BIA regions that are the SME's responsibility.

Request for Comment

The FHWA is asking the public and specifically Tribal leaders or their direct designees for comments on the following questions:

1. Of the two proposed delivery models being advanced, which do you support and why?
2. Are there aspects of either of the two proposed delivery models being advanced that you think should be adjusted? Which aspects? How and why should they be adjusted?
3. If you do not support either of the two models, please explain your rationale and provide any alternatives you believe would meet the TTAP's legislative intent and maximize the Tribal objectives from the consultations.

Authority: 23 U.S.C. 504(b).

Nicole R. Nason,

Administrator, Federal Highway Administration.

[FR Doc. 2020-18429 Filed 8-20-20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2020-0067]

Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on August 3, 2020, Steam into History (SIHX) 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 215. FRA assigned the petition Docket Number FRA-2020-0067.

Specifically, SIHX requests special approval pursuant to 49 CFR 215.203, *Restricted cars*, for coach SIHX 820, which will be operated and maintained by Steam into History on the Northern Central Railway between New Freedom, Pennsylvania, and Hyde, Pennsylvania. SIHX 820 is a flat car converted for use in passenger service and will hold a maximum of 62 persons, not exceeding a maximum of 10 tons.

SIHX also requests relief from 49 CFR 215.303, *Stenciling of restricted cars*, as the car will be used exclusively in captive passenger service and will not be interchanged. SIHX also attempts to keep its equipment historically accurate.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at 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 October 5, 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, 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.

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety Chief Safety Officer.

[FR Doc. 2020-18314 Filed 8-20-20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2020-0065]

Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on August 3, 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 218, Railroad Operating Practices. FRA assigned the petition Docket Number FRA-2020-0065.

Specifically, BNSF requests relief from certain blue signal protection requirements, 49 CFR 218.25, *Workers on a Main Track*, for workers engaged in fueling, performing locomotive daily inspections, and other routine operations on head-end locomotives at fuel pads situated on main lines. BNSF explains that blue signal protection would still be required at the rear end of a train if performing fueling, locomotive daily inspections, and work on locomotives in the distributed power remote consist.

BNSF states that adequate safety will be maintained by placing a blue signal

at the head end of the consist in a location readily visible to the locomotive engineer or whomever may be occupying the controlling locomotive. Protection at the rear end of the train will be supplied by railroad signals, which BNSF states will be sufficient, as there will be no railroad employees performing any inspections on the rolling equipment beyond the lead locomotive consist to the rear of the train.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at 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 October 5, 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, 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 regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety Chief Safety Officer.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA 2020-0009]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Requirements (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describe the nature of the information collection and their expected burdens.

DATES: Comments must be submitted on or before September 21, 2020.

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.

Comments are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Tia Swain, Office of Administration, Management Planning Division, 1200 New Jersey Avenue SE, Mail Stop TAD-