railroad facilities. The aggregate unpaid principal amounts of obligations cannot exceed $35.0 billion at any one time, and not less than $7.0 billion is to be available solely for projects benefitting freight railroads other than Class I carriers. The Secretary of Transportation has delegated his authority under the RRIF Program to the FRA Administrator in 1 CFR 1.49.

Affected Public: State and local governments, government sponsored authorities and corporations, railroads, and joint ventures that include at least one railroad.

REPORTING BURDEN

CFR section	Respondent universe	Total annual responses	Average time per response (hours)	Total annual burden hours
260.23—Form and Content of Application	75,635 potential applicants.	18 applications	20	360
260.25—Additional Information Loan Guarantees	650 potential	15 financial documents	50	750
260.31—Execution and Filing of Application	75,635 potential	18 executed app	.6	10.8
Certificates with Original Application	75,635 potential	18 certificates	.6	10.8
Transmittal Letters	75,635 potential	18 letters	.6	10.8
Application Packages	75,635 potential	18 packages	1.5	27
260.33—Information Statements	75,635 potential	18 statements	*30	9
260.35—Environmental Impact Statement	75,635 potential	1 Impact Statement	15,552	15,552
Environmental Assessment	75,635 potential	2 Assessments	4,992	9,984
Categorical Exclusions	75,635 potential	15 exclusions	176	2,640
Environmental Consultations	75,635 potential	5 consultations	1	5
260.41—Inspection and Reporting—Financial Records and Other Documents.	75,635 potential	18 financial records	10	180

* In minutes.

Total Responses: 164.

Estimated Total Annual Burden: 29,539.4.

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

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC, on November 9, 2011.

Kimberly Coronel,

Director, Office of Financial Management, Federal Railroad Administration.

[FR Doc. 2011–29605 Filed 11–15–11; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2011–0077]

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance from certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

The National Passenger Railroad Corporation (Amtrak) hereby petitions FRA for a temporary waiver from 49 CFR part 214, subpart C, seeking relief from the requirement to provide Roadway Worker Protection (RWP) for contractors and contractor employees (herein referred to as ''workers'') using hand tools within the 4-foot fouling envelope of a track in publicly accessible areas, specifically passenger station platforms. The waiver is sought for the express purpose of performing manual snow removal with hand tools, which extend into the tactile warning area of a passenger platform (if equipped with a tactile warning strip) or other warning areas beyond and including a similarly positioned and contrasting painted line (if not equipped), while the worker is behind the area and in a position of safety. The tactile warning area is the area beyond and including a 24-inch wide strip of truncated domes that is installed along the full length of the public use areas of a passenger platform (pursuant to the Americans with Disabilities Act (ADA) standards) and that is generally positioned approximately 24 inches from the outside of the nearest rail. The request for relief from the regulation is limited to platforms outside of the Northeast Corridor at stations for which Amtrak is not the operating railroad.

Section 214.7 defines fouling a track as ''the placement of an individual or an item of equipment in such proximity to a track that the individual or equipment could be struck by a moving train or on-track equipment or, in any case, is within four feet of the field side of the near running rail.'' In the case of a platform, 4 feet from the field side of the rail generally encompasses the space between the outside of the nearest rail and the platform plus the width of a 24-inch ADA-required tactile strip.

Currently, workers performing passenger station snow removal activities, which breach the tactile (or painted) warning area with hand tools, must be provided with on-track safety in accordance with the RWP rule, while pedestrians and the riding public may move throughout the system in the very same areas without restriction.

Contractor workers performing snow removal on passenger service infrastructure not owned by Amtrak are not qualified to provide on-track safety. Thus, workers may remove snow from platform areas behind the tactile (or paint-delineated) warning area, but must not remove snow in the area of the tactile (or paint-delineated) warning area without first establishing on-track safety in accordance with the RWP rule. As a result of this requirement, hazardous conditions on platforms remain unaddressed. Amtrak believes that the proposed ''Alternate Protection'' protocol used for specific snow removal activities will permit workers to address unsafe platform conditions from a safe location in a safe and timely manner without the worker being struck by a train while occupying the area of the platform behind the tactile warning strip or contrasting painted line.

Amtrak believes that an improvement to the safety of the riding public will take place in the form of faster response times, reduced hazardous walking conditions, and reduced passenger incidents should the waiver be granted. Amtrak submits that it is logical to assume that removing snow and ice from the tactile or paint-delineated warning areas of passenger station platforms would result in a reduction in slips, trips, and falls due to inclement weather at station platforms.

Amtrak also believes that no negative impact to the safety of workers removing snow will occur under the plan based upon examination of publicly-available data regarding passenger and employee injuries and fatalities on railroad passenger station platforms. Rail transit systems, outside of the umbrella of FRA regulation, currently do not have prescriptive requirements regarding contractor and employee protection when removing snow from station platforms. Under Federal Transit Administration oversight, no consistent RWP requirements exist nationwide. Such systems are permitted to perform snow removal activities at station platforms in accordance with protection requirements that the transit agency itself adopts. Many rail transit agencies have adopted policies similar to the practices that Amtrak proposes in this waiver, with no appreciable difference in worker injuries and fatalities on station platforms when compared to FRA data.

Amtrak conducted a comparative data analysis between transit systems and passenger railroads regarding worker injuries in station areas, as well as compared the average rate of injury to patrons within the transit industry to that of Amtrak's claimed injuries. The rate of worker injuries on transit systems in areas that regularly deal with climatic conditions, such as snow and ice, is consistent with (or in many cases below) the accident/injury rates of FRA-regulated passenger railroads in similar areas. While acknowledging that its analysis was not a comparison between data collected under the exact same conditions and criteria, Amtrak submits that there is value in comparison between similar modes of transportation. Amtrak believes that the program for alternate protection for snow removal at station platforms, as proposed, (1) Will provide an equivalent level of safety for workers who manually remove snow, according to the requirements under RWP, and (2) will improve the safety of the riding public. As such, Amtrak believes that relief from the application of fouling protection required when manually removing snow from a publicly accessible station platform is in the public's interest and consistent with railroad safety.

Slippery or snow-covered platform surfaces pose a significant risk to passengers, especially if such conditions exist close to the platform's edge. This potential risk continues so long as the slippery or snow-covered surfaces exist. In contrast, the potential risk to workers is intermittent due to dependence upon the presence of a train. Considering the differing levels of potential risk from both time-based and quantity-based perspectives, risk to passengers is significantly greater than the potential risk to workers.

Amtrak believes the RWP regulation was not written with consideration of risk to the traveling public, which occurs continuously so long as hazardous conditions due to snow-covered surfaces exist. Rather, the regulation is strictly focused on risk reduction for railroad workers. Passenger railroads are obligated to assign equal importance to the safety of passengers and workers. Amtrak believes that under the proposed procedures, workers will not be exposed to greater risk than they would under the on-track safety requirements (under the RWP rule) while manually removing snow; and passenger risk will be greatly reduced.

To ensure that workers using the alternate program to remove snow from platforms are not exposed to undue risk, the following conditions are proposed by Amtrak in its alternate program:

a. Workers are not permitted to use powered equipment, such as snow blowers, to clear the tactile edge area of snow without appropriate on-track safety in accordance with the RWP rule.

b. Any need for the worker to breach the strip or come within the 4-foot clearance envelope to push snow from the platform will require on-track safety in accordance with the RWP rule.

c. Amtrak will train workers to be constantly alert for the movement of trains and to remain in areas of the platform, which are inaccessible to trains.

d. The Amtrak training program for alternate snow removal protection details the conditions under which on-track safety in accordance with the RWP rule is needed, as well as the explicit conditions under which workers may occupy the station areas behind the tactile edge to remove snow.

e. The training program explains the purpose of a good faith challenge as well as how to execute a challenge should work need to be performed that requires on-track safety in accordance with the RWP rule or is otherwise thought to be unsafe by the worker.

f. Workers must demonstrate an understanding of the types of conditions that would require protection above and beyond that which would be permitted under this proposal, as well as the methods to execute a good faith challenge.

g. Prior to any work commencing, workers must hold a job briefing.

h. Workers removing snow from station platforms under alternate snow removal protection will not be permitted to work in single-man crews.

Under the alternate snow removal protection procedures, work groups would be required to appoint a safety monitor. The safety monitor would be required to conduct the job briefing and to maintain a means to contact Amtrak personnel as necessary. Safety monitors would observe all work for compliance with the requirements of the protection procedures and would ensure that all work would stop in the presence of a train.

Amtrak is dedicated to ensuring the safety of the riding public, as well as the safety of contractors and employees. Amtrak does not wish to seek a waiver from the RWP requirements when a worker is fouling the track in order to remove snow from areas other than the platform (*e.g.,* clearing an inner-track walkway, or when a worker is required to breach the tactile edge with his or her person).

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 party desires an opportunity for oral comment, 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 (*e.g.,* Waiver Petition Docket Number FRA–2011–0077) and may be submitted by any of the following methods:

- *Web site: http://www.regulations.gov.* Follow the online instructions for submitting comments.
- *Fax:* (202) 493–2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., W12–140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue SE., Room W12–140, Washington, DC 20590, between 9 a.m.

and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.–5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at *http://www.regulations.gov.*

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the document (or signing the document, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477), or at *http://www.dot.gov/privacy.html.*

Issued in Washington, DC, on November 9, 2011.

Robert C. Lauby,

Deputy Associate Administrator for Regulatory and Legislative Operations.

[FR Doc. 2011–29616 Filed 11–15–11; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA–2011–0068]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: The Federal Transit Administration invites public comment about our intention to request the Office of Management and Budget's (OMB) approval to renew the following information collection: 49 U.S.C. Section 5320—Paul S. Sarbanes Transit in Parks Program.

The information collected is to monitor projects and satisfy Congressional requests. The **Federal Register** notice with a 60-day comment period soliciting comments was published on August 29, 2011 (Citation 76 FR 53714). No comments were received from that notice.

DATES: Comments must be submitted before December 16, 2011. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Sylvia L. Marion, Office of Administration, Office of Management Planning, (202) 366–6680.

SUPPLEMENTARY INFORMATION:

Title: 49 U.S.C. Section 5320—Paul S. Sarbanes Transit in Parks Program.

Abstract: Section 3021 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA–LU), as amended, established the Paul S. Sarbanes Transit in Parks Program (Transit in Parks Program—49 U.S.C. 5320). The program is administered by FTA in partnership with the Department of the Interior (DOI) and the U.S. Department of Agriculture's Forest Service. The program provides grants to Federal land management agencies that manage an eligible area, including but not limited to the National Park Service, the Fish and Wildlife Service, the Bureau of Land Management, the Forest Service, the Bureau of Reclamation; and State, tribal and local governments with jurisdiction over land in the vicinity of an eligible area, acting with the consent of a federal land management agency, alone or in partnership with a Federal land management agency or other governmental or non-governmental participant. The purpose of the program is to provide for the planning and capital costs of alternative transportation systems that will enhance the protection of national parks and Federal lands; increase the enjoyment of visitors' experience by conserving natural, historical, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all, including persons with disabilities.

Estimated Total Annual Burden: 1,220 hours.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725–17th Street NW., Washington, DC 20503, Attention: FTA Desk Officer.

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.

Dated: November 9, 2011.

Ann M. Linnertz,

Associate Administrator for Administration.

[FR Doc. 2011–29524 Filed 11–15–11; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA–2011–0067]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: The Federal Transit Administration invites public comment about our intention to request the Office of Management and Budget (OMB) to extend the approval of the following information collection:

49 U.S.C. Section 5330—Rail Fixed Guideway Systems, State Safety Oversight. The information collected is used to monitor the safety of the rail transit agencies. The **Federal Register** notice with a 60-day comment period soliciting comments was published on August 29, 2011 (Citation 76 FR 53713). No comments were received from that notice.

DATES: Comments must be submitted before December 16, 2011. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Sylvia L. Marion, Office of Administration, Office of Management Planning, (202) 366–6680.

SUPPLEMENTARY INFORMATION:

Title: 49 U.S.C. Section 5330—Rail Fixed Guideway Systems, State Safety Oversight.

Abstract: 49 U.S.C. 5330 requires States to designate a State Safety Oversight (SSO) agency to oversee the safety and security of each rail transit agency within the State's jurisdiction. To comply with Section 5330, SSO agencies must develop program standards which meet FTA's minimum requirements. In the Program Standard, which must be approved by FTA, each SSO agency must require each rail transit agency in the State's jurisdiction to prepare and implement a System Safety Program Plan (SSPP) and System