

or other forms of information technology.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

Title: Metrics and Minimum Standards for Intercity Passenger Rail Service.

OMB Control Number: 2130–0632.¹

Abstract: On October 16, 2008, President George W. Bush signed into law the Passenger Rail Investment and Improvement Act of 2008, Public Law 110–432, 122 Stat. 4907 (PRIIA). Section 207 of PRIIA requires FRA and Amtrak jointly to develop new or improved metrics and minimum standards for measuring the performance and service quality of intercity passenger train operations, including cost recovery, on-time performance and minutes of delay, ridership, on-board services, stations, facilities, equipment, and other services.

Section 207 also calls for consultation with the Surface Transportation Board, rail carriers over whose rail lines Amtrak trains operate, States, Amtrak employees, and groups representing Amtrak passengers, as appropriate.

Section 207 further provides that the metrics, at a minimum, must include: the percentage of avoidable and fully allocated operating costs covered by passenger revenues on each route; ridership per train mile operated; measures of on-time performance and delays incurred by intercity passenger trains on the rail lines of each rail carrier; and, for long-distance routes, measures of connectivity with other routes in all regions currently receiving Amtrak service and the transportation needs of communities and populations that are not well-served by other forms of intercity transportation.

Section 207 also provides that the FRA Administrator must collect the necessary data and publish a quarterly report on the performance and service quality of intercity passenger train operations, including Amtrak's cost recovery, ridership, on-time performance and minutes of delay, causes of delay, on-board services, stations, facilities, equipment, and other services.

In connection with the Congressional mandate, FRA's Metrics and Minimum Standards for Intercity Passenger Rail Service final rule (49 CFR part 273) sets forth a number of metrics that must be collected. 85 FR 72971. On November 23, 2020, FRA published a request for emergency processing of a collection of

information because FRA could not reasonably comply with normal clearance procedures to timely collect ridership data metrics and certified schedule metrics as required by 49 CFR 273.5(b) and (c). 85 FR 74783. This ICR request covers all metrics set forth in the final rule, including those covered by the emergency clearance.

Type of Request: Revision to a currently approved information collection.

Affected Public: Amtrak.

Form(s): N/A.

*Respondent Universe:*² 1 (Amtrak).

Frequency of Submission: Varied.

Total Estimated Annual Responses: 117.

*Total Estimated Annual Burden:*³ 507 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$66,365.00.

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 unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Brett A. Jortland,

Acting Chief Counsel.

[FR Doc. 2021–03203 Filed 2–17–21; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2021–0006–N–1]

Proposed Agency Information Collection Activities; Comment Request

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

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, FRA seeks approval of the Information Collection Request (ICR) abstracted below. Before submitting this ICR to the Office of Management and Budget (OMB) for approval, FRA is soliciting public comment on specific aspects of the activities identified in the ICR.

² As noted in the 60-day notice, the respondent universe for the required reporting in 49 CFR 273.5(c)(2) is 24 railroads.

³ As also noted in the 60-day notice, the estimates for the first year include one-time start up burdens and the annual response, burden and total cost equivalent estimates are expected to decrease after the first year of this 3-year ICR period.

DATES: Interested persons are invited to submit comments on or before April 19, 2021.

ADDRESSES: Submit comments and recommendations for the proposed ICR to Ms. Hodan Wells, Information Collection Clearance Officer at email: hodan.wells@dot.gov or telephone: (202) 493–0440, and Mr. John Purnell, Information Collection Clearance Officer at email: john.purnell@dot.gov or telephone: (202) 493–0500. Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

SUPPLEMENTARY INFORMATION: The PRA, 44 U.S.C. 3501–3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60-days' notice to the public to allow comment on information collection activities before seeking OMB approval of the activities. *See* 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. Specifically, FRA invites interested parties to comment on the following ICR regarding: (1) Whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (2) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways for FRA to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology. *See* 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1).

FRA believes that soliciting public comment may reduce the administrative and paperwork burdens associated with the collection of information that Federal regulations mandate. In summary, FRA reasons that comments received will advance three objectives: (1) Reduce reporting burdens; (2) organize information collection requirements in a “user-friendly” format to improve the use of such information; and (3) accurately assess the resources expended to retrieve and produce information requested. *See* 44 U.S.C. 3501.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

¹ The correct OMB control number for this collection is 2130–0632. The number was mistakenly listed incorrectly as 2130–0623 in the **Federal Register** notice published December 10, 2020.

Title: Accident/Incident Reporting and Recordkeeping.

OMB Control Number: 2130-0500.

Abstract: The railroad accident/incident reporting regulations in 49 CFR part 225 require railroads to submit monthly reports summarizing collisions, derailments, and certain other accidents/incidents involving damages above a periodically revised dollar

threshold, as well as certain injuries to passengers, employees, and other persons on railroad property. As the reporting requirements and the information needed regarding each category of accident/incident are unique, a different form is used for each category.

Type of Request: Extension without change (with changes in estimates) of a currently approved collection.

Affected Public: Businesses.

Form(s): FRA F 6180.54; .55; .55a; .56; .57; .78; .81; .97; .98; .107; .150.

Respondent Universe: 765 railroads.

Frequency of Submission: On occasion.

Reporting Burden:

CFR section/subject ¹	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual dollar cost equivalent ²
225.6(a)—Consolidated reporting—Request to FRA by parent corporation to treat its commonly controlled carriers as a single railroad carrier for purposes of this part.	765 railroads	0.33 request	40 hours	13.20	\$1,022.60
225.9—Telephonic reports of certain accidents/incidents and other events.	765 railroads	3,123 phone reports	15 minutes	780.75	60,484.70
225.11—Reporting of accidents/incidents—Form FRA F 6180.54.	765 railroads	1,970 forms	2 hours	3,940.00	305,231.80
225.12(a)—Rail equipment accident/incident reports alleging human factor as cause—Form FRA F 6180.81.	765 railroads	772 forms	15 minutes	193.00	14,951.71
—(b) Part I Form FRA F 6180.78 (Notices and copies).	765 railroads	800 notices + 800 notice copies + 3,200 copies + 10 copies.	10 minutes (per notice) + 3 minutes (per copy).	333.83	25,861.81
—(c) Joint operations	765 railroads	77 reports	20 minutes	25.67	1,988.65
—(d) Late identification	765 railroads	20 attachments + 20 notices.	10 minutes	6.67	516.72
—(g) Employee statement supplementing railroad accident report (Part II Form FRA 6180.78).	Railroad employees	60 statements	1.5 hours	90.00	5,331.60
—(g)(3) Employee confidential letter	Railroad employees	5 letters	2 hours	10.00	592.40
225.13(A)—Late reports—RR discovery of improperly omitted report of accident/incident.	765 railroads	25 late reports	2 hours	50.00	3,873.50
—(B) RR late/amended report of accident/incident based on employee statement supplementing RR accident report.	765 railroads	20 amended reports + 30 copies.	1 hour (per amended report) + 3 minutes (per copy).	21.50	1,665.61
225.18(a)—RR narrative report of possible alcohol/drug involvement in accident/incident.	765 railroads	12 reports	15 minutes	3.00	232.41
—(b) Reports required by section 219.209(b) appended to rail equipment accident/incident report.	765 railroads	5 reports	30 minutes	2.50	193.68
225.19(a)—Rail-highway grade crossing accident/incident report—Form FRA F 6180.57.	765 railroads	2,231 forms	2 hours	4,462.00	345,671.14
—(d) Death, injury, or occupational illness (Form FRA F 6180.55a).	765 railroads	8,966 death, injury, or occ. illness forms + 1,044 trespasser forms + 291 suicide forms.	1 hour (death, injury, or occ. illness forms) + 2 hours (trespasser forms) + 2 hours (suicide forms).	11,636.00	901,440.92
225.21—Railroad injury and illness summary—Form FRA F 6180.55.	765 railroads	9,180 forms	10 minutes	1,530.00	118,529.10
225.21—Annual railroad report of employee hours and casualties, by state—Form FRA F 6180.56.	765 railroads	765 forms	15 minutes	191.25	14,816.14
225.21/25—Railroad employee injury and/or illness record—Form FRA F 6180.98.	765 railroads	4,000 forms	1 hour	4,000.00	309,880.00
—Copies of forms to employees	765 railroads	120 form copies	2 minutes	4.00	309.88
225.21—Initial rail equipment accident/incident record—Form FRA F 6180.97.	765 railroads	10,518 forms	30 minutes	5,259	407,414.73
—Alternative record for illnesses claimed to be work related—Form FRA F 6180.107.	765 railroads	150 forms	75 minutes	187.50	14,525.63

CFR section/subject ¹	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual dollar cost equivalent ²
—Highway user statement—RR cover letter and Form FRA F 6180.150 sent out to potentially injured travelers involved in a highway-rail grade crossing accident/incident.	765 railroads	836 letters/forms	50 minutes	696.67	53,971.02
—Form FRA F 6180.150 completed by highway user and sent back to railroad.	1,035 injured individuals.	585 forms	45 minutes	438.75	33,989.96
225.25(h)—Posting of monthly summary	765 railroads	9,180 lists	5 minutes	765.00	59,264.55
225.27(a)(1)—Retention of records	765 railroads	4,000 records	2 minutes	133.33	10,329.08
—Record of Form FRA F 6180.107s	765 railroads	100 records	2 minutes	3.33	257.98
—Record of monthly lists	765 railroads	9,180 records	2 minutes	306.00	23,705.82
(a)(2)—Record of Form FRA F 6180.97	765 railroads	10,518 records	2 minutes	350.60	27,160.98
—Record of employee human factor attachments.	765 railroads	1,632 records	2 minutes	54.40	4,214.37
225.33—Internal control plans—Amendments.	765 railroads	10 amendments	6 hours	60.00	4,648.20
225.35—Access to records and reports ..	765 railroads	200 lists	20 minutes	66.67	5,164.92
225.37(a)—Optical media transfer of reports, updates, and amendments.	1 railroad	12 transfers	3 minutes	0.60	46.48
(c)(2)—Electronic submission of reports, updates, and amendments.	765 railroads	4,590 submissions ..	3 minutes	229.50	17,779.37
Totals	765 railroads	89,057 responses	N/A	35,845	2,775,067

¹ The current inventory exhibits a total burden of 46,577 hours while the total burden of this notice is 35,844 hours. Totals may not add due to rounding.

² The dollar equivalent cost is derived from the Surface Transportation Board's 2019 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:
89,057.

Total Estimated Annual Burden:
35,845 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$2,775,067.

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,
Acting Chief Counsel.

[FR Doc. 2021–03207 Filed 2–17–21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No: FAA–2021–0111]

Deadline for Notification of Intent To Use the Airport Improvement Program (AIP) Primary, Cargo, and Nonprimary Entitlement Funds Available to Date for Fiscal Year 2021

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice.

SUMMARY: This action announces March 15, 2021, as the deadline for each

airport sponsor to notify the FAA if it will use its Fiscal Year (FY) 2021 entitlement funds (referred to as apportionments in 49 U.S.C. 47114) to accomplish Airport Improvement Program (AIP) eligible projects. Each sponsor has previously identified to the FAA such projects through the Airports Capital Improvement Plan process. This action further announces May 3, 2021, as the deadline for an airport sponsor to submit a final grant application to use FY 2021 entitlement funds.

FOR FURTHER INFORMATION CONTACT:

David F. Cushing, Manager, Airports Financial Assistance Division, APP–500, at (202) 267–8827.

SUPPLEMENTARY INFORMATION: Title 49

U.S.C. 47105(f) provides that the sponsor of an airport for which entitlement funds are apportioned shall notify the Secretary, by such time and in a form as prescribed by the Secretary, of the airport sponsor's intent to submit a grant application for its available entitlement funds. Therefore, the FAA is hereby notifying such airport sponsors of the steps required to ensure that the FAA has sufficient time to carry over and convert remaining entitlement funds.

The AIP grant program is operating under the requirements of Public Law 115–254, the “FAA Reauthorization Act of 2018,” enacted on October 5, 2018, which authorizes the AIP through September 30, 2023, and Public Law 116–260, the “Transportation, Housing

and Urban Development, and Related Agencies Appropriations Act, 2021,” which appropriates FY 2021 funds for the AIP through September 30, 2021. In accordance with legislation enacted as of the date of this notice, the AIP has approximately \$2.3 billion of entitlement funds available through September 30, 2021.

This notice applies only to those airports that have entitlement funds apportioned to them, except those nonprimary airports located in designated Block Grant States.

An airport sponsor intending to apply for any of its available entitlement funds, including those unused but still available in accordance with 49 U.S.C. 47117 from prior years, must notify the FAA of its intent to submit a grant application by 12 p.m. prevailing local time on Monday, March 15, 2021.

This notice must be in writing and address all entitlement funds available to date for FY 2021, including those entitlement funds not obligated from prior years. These notifications are critical to ensure efficient planning and administration of the AIP. The final grant application deadline is Monday, May 3, 2021. The final grant application funding requests should be based on bids, not estimates. The FAA will carryover the remainder of available entitlement funds after the above date as prescribed under 49 U.S.C. 47117. These funds will not be available again to the airport sponsor until the