

long as the corrosion control systems are not compromised.

- Reducing the loading on the site by removing and/or reducing the excess backfill materials to off-site locations. Soil placement should be carefully planned to avoid triggering earth movement in other locations.

- Compacting backfill materials at the site to increase strength, reduce water infiltration, and achieve optimal moisture content.

- Drying the soil using special additives such as lime-kiln dust or cement-kiln to allow the materials to be re-used and worked at the site. Over-saturated materials may require an extensive amount of time and space to dry.

- Regrading the pipeline right-of-way to minimize scour and erosion.

- Bringing the pipeline above ground and placing it on supports that can accommodate large ground movements (e.g., transitions across earthquake fault zones or unstable slopes, without putting excessive stress or strain on the pipeline).

- Reducing the operating pressure temporarily or shutting-in the affected pipeline segment completely.

- Re-routing the pipeline when other appropriate mitigation measures cannot be effectively implemented to maintain safety.

Pipeline safety regulations require reporting of certain conditions that impair the serviceability of a pipeline, as noted in §§ 191.23 and 195.55.

PHMSA encourages pipeline operators to enhance their preparations and procedures beyond the minimum Federal standards and to address the unique threats, vulnerabilities, and challenges of each individual pipeline facility. Pipeline operators, Federal and state regulators, and the public have a common goal of no damage and no releases from pipeline infrastructure. Working together will better achieve our goal of zero incidents and releases.

Issued in Washington, DC, on May 26, 2022, under authority delegated in 49 CFR 1.97.

**Alan K. Mayberry,**

*Associate Administrator for Pipeline Safety.*

[FR Doc. 2022-11791 Filed 6-1-22; 8:45 am]

**BILLING CODE 4910-60-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Docket No. OST 2022-0014]

### Agency Information Collection Activities: Notice of Request for New Information Collection

**AGENCY:** Office of the Secretary of Transportation (OST), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** The OST invites public comments about our intention to request the Office of Management and Budget's (OMB) approval to submit one information collection, which is summarized below under **SUPPLEMENTARY INFORMATION.** We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by August 1, 2022.

**ADDRESSES:** You may submit comments identified by Docket ID OST 2022-0014 by any of the following methods:

*Website:* For access to the docket to read background documents or comments received go to the *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

*Fax:* 1-202-493-2251.

*Mail:* Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001.

*Hand Delivery or Courier:* U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Tara Lanigan ([tara.lanigan@dot.gov](mailto:tara.lanigan@dot.gov)), Department of Transportation, Office of the Secretary of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 7 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

*Title:* Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program.

*OMB Control Number:* Not applicable; this is a new collection.

*Summary:* The Bipartisan Infrastructure Law (BIL, also known as the Infrastructure Investment and Jobs Act), enacted on November 15, 2021 provides for significant investments in America's transportation infrastructure.

A key program of the legislation is the Strengthening and Revolutionizing Transportation (SMART) Grant Program (\$100 million per year), under which "the Secretary shall provide grants to eligible entities to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety" (BIL § 25005; 23 U.S.C. 502(b)). More specifically, SMART Grants may be used to carry out a project that demonstrates at least one of the following:

- Coordinated Automation
- Connected Vehicles
- Systems Integration
- Commerce Delivery and Logistics
- Leveraging Use of Innovative Aviation Technology
- Smart Grid
- Smart Technology Traffic Signals

For this competitive grant program, the Office of the Secretary will issue a Notice of Funding Opportunity (NOFO) that describes the requirements of the SMART Grant program, including the criteria that will be used to evaluate applications. The NOFO will provide a description of the application requirements. All eligible entities must submit a completed application in order to be considered for a grant award.

The applicants who are selected for a grant (*i.e.*, the grantees) will have additional reporting requirements associated with their SMART grant, outlined below.

- *Annual Implementation Reports.* These annual reports document project progress in meeting its goals. The first report is submitted not later than 2 years after the date on which the SMART grant is received and annually thereafter until the date on which the SMART grant is expended.

- The Final Implementation Report will demonstrate how the deployment and operational costs of the project compared to the benefits and savings; the means by which each project has met its original expectation, including data findings on the impacts of the project (e.g., safety, mobility, access, system efficiency, etc.) and lessons learned.

- *Evaluation Plan.* The evaluation plan describes how the project will be evaluated, including the anticipated impacts of the project (e.g., goals), the methods that will be used to measure those impacts, and the performance measures.

- *Data Management Plan.* The data management plan provides more detailed information on the types of data being collected by the grantee and

how that data will be managed and stored (e.g., how privacy is protected, the entities that have access to the data, etc.).

- **Quarterly Progress Reports.** The Quarterly progress reports provide status updates, including activities accomplished during the quarter, financial and schedule reporting, and anticipated activities for the next quarter (among other updates, such as any project challenges).

**Respondents:** Eligible entities that may apply for the grant include States,

political subdivisions of a State, Tribal governments, public transit agencies or authorities, public toll authorities, metropolitan planning organizations; and groups of 2 or more eligible entities applying through a single lead applicant.

**Estimated Average Burden per Response:** The estimated annual reporting burden per response is 100 hours for each entity that submits an application. For the subset of applicants who are selected to receive a grant, they have an additional estimated 62 hours

of average annual burden associated with the grant award.

**Estimated Total Annual Burden:** The estimated total annual burden for the grant applicants (approximately 80 applicants per year) is 8,000 hours. The subset of applicants who receive an award (approximately 25 grantees per year) will have an additional total average annual burden of 1,550 hours. The table below illustrates how the estimated total annual burden was calculated.

	Calculation (annual # respondents × annual # hours)	Estimated total annual burden (hours)
Application Stage .....	80 respondents × 100 hours each .....	8,000
Grant Stage .....	25 respondents × 62 hours each .....	1,550

**Public Comments Invited**

You are asked to comment on any aspect of these information collections, including: (1) Whether the proposed collections are necessary for the OST’s performance; (2) the accuracy of the estimated burdens; (3) ways for the OST to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burdens could be minimized, including use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB’s clearance of these information collections.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. Ch. 35, as amended; and 49 CFR 1.48.

Issued on: May 27, 2022.

**Michael Howell,**

*Information Collection Officer.*

[FR Doc. 2022–11835 Filed 6–1–22; 8:45 am]

**BILLING CODE 4910–22–P**

**DEPARTMENT OF TRANSPORTATION**

**Office of the Secretary**

[Docket No. DOT–OST–2022–0019]

**Renewal of Information Collection (OMB No. 2105–0520); Agency Requests for Reinstatement of a Previously Approved Information Collection(s): Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments and for Grants and Cooperative Agreements With Institutions of Higher Education, and Other Nonprofit Organizations**

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of Transportation (DOT) invites public comments about our intention to request the Office of Management and Budget (OMB) approval for a previously approved information collection. These forms include Application for Federal Assistance (SF–424), Federal Financial Report (SF–425), Request for Advance or Reimbursement (SF–270) and Outlay Report and Request for Reimbursement for Construction Programs (SF–271). We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on March 30th, 2022, in the **Federal Register**. No comments were received.

**DATES:** Comments must be submitted on or before July 5, 2022.

**ADDRESSES:** Written comments and recommendations for the renewal of information collection should be sent

within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://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:** Audrey Clarke, Ph.D., Associate Director of the Financial Assistance Policy and Oversight Division, M–65, Office of the Senior Procurement Executive, Office of the Secretary, Room W83–313, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590, (202) 366–4268.

**SUPPLEMENTARY INFORMATION:**

**OMB Control Number:** 2105–0520.

**Title:** Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

**Form Numbers:** SF–424, SF–425, SF–270, and SF–271.

**Type of Review:** Revision of a previously approved collection.

**Background:** This is to request the Office of Management and Budget’s (OMB) renewed three-year approved clearance for the information collection, entitled, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards” OMB Control No 2105–0520, which is currently due to expire on July 31, 2022. This information collection involves the use of various forms necessary because of management and oversight responsibilities of the agency imposed by OMB Circular 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. The May 31, 2015, OMB Control Number is titled: Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards