

FTA for their unwillingness to comply with these requirements include: (1) FTA-funded procurements do not generate a large percentage of overall sales of such vehicles, and therefore, their distribution chain is not set up for compliance with FTA Buy America requirements; and (2) it is burdensome to determine the components and subcomponents and their origin for Buy America audit purposes, and there are concerns regarding confidentiality of component pricing in audit reporting.

FTA, therefore, currently is unable to identify a model that complies with its Buy America's 70-percent domestic content requirement. FTA recipients and their contractors use these vehicles to operate vanpool service. Without a waiver, recipients could not procure these vehicles with FTA funds, which may result in such consequences as the operation of vehicles beyond their useful life; procurement of larger Buy America compliant vehicles that are more expensive and have less desirable access/egress characteristics compared to minivans; or termination of vanpool programs or failure to form new vanpool service, which could have climate change and equity impacts because vanpools provide an important transportation alternative to private passenger vehicles both in large cities and rural areas, and service to the elderly and disabled who do not need an ADA-accessible van.

#### Proposed Waiver

Under the American Automobile Labeling Act (AALA), manufacturers of mass-produced passenger motor vehicles for sale in the United States must report to the National Highway Traffic Safety Administration (NHTSA), by carline and by model year, information about each vehicle's place of assembly and the country of origin of its engine and transmission. See, 49 U.S.C. 32304 and 49 CFR part 583. This information is available on NHTSA's website at <https://www.nhtsa.gov/part-583-american-automobile-labeling-act-reports>.

In response to the three individual applications for nonavailability waivers of non-ADA accessible vans and minivans, FTA proposes the following partial general nonavailability waiver for mass-produced, unmodified non-ADA accessible vans and minivans with seating capacity for at least six adults not including the driver. In lieu of applying the Buy America standards for rolling stock, FTA would require:

(1) Final assembly must be in the United States, as reported to NHTSA under the AALA;

(2) The country of origin of the engine, or (in the case of electric vehicles) motor must be the United States, as reported to NHTSA under the AALA;

(3) The waiver is available to all grant recipients;

(4) The waiver would expire two years from issuance, or upon a fully Buy America-compliant van or minivan becoming available, whichever occurs first.

FTA is proposing to require that engines/motors be of United States origin, as reported under the AALA, as an easily verifiable way to maximize domestic content in vans and minivans absent a fully compliant vehicle. Manufacturers already report this information, and the information is readily available to the public, thus limiting burdens for manufacturers and procuring entities. For the duration of this partial general nonavailability waiver, FTA recipients would not have to submit individual applications for nonavailability waivers for mass-produced, unmodified non-ADA accessible vans and minivans.

FTA is not proposing to require that transmissions must be of United States origin, so that the procurement of hybrid vans or minivans with transmissions manufactured outside the United States would be eligible for FTA funding, and because electric vehicles do not have transmissions. The availability of hybrid and electric vehicles for use in federally funded vanpool service will contribute to the reduction of greenhouse gas emissions and environmental justice. FTA could revise this proposed waiver to require transmissions for hybrid vehicles be of United States origin if comments or later changes in market conditions demonstrate hybrid vans and minivans are available with transmissions made in the United States.

#### Request for Comment

This notice satisfies FTA's requirement to publish any proposed Buy America waiver in the **Federal Register** and provide the public with a reasonable period of time for notice and comment. 49 U.S.C. 5323(j)(3). FTA seeks public and industry comment from all interested parties. In particular, FTA seeks comment regarding whether the waiver should be approved, and, if so, whether it should be modified from FTA's proposal and why. Relevant information and comments will help FTA understand completely the facts

surrounding the waiver requests and FTA's proposal.

**Nuria I. Fernandez,**  
Administrator.

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## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[FTA Docket No. FTA 2022-0021]

#### Agency Information Collection Activity Under OMB Review: National Transit Database (NTD)

**AGENCY:** Federal Transit Administration, Department of Transportation.

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

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to approve the extension of a currently approved information collection: National Transit Database.

**DATES:** Comments must be submitted before September 19, 2022.

**ADDRESSES:** To ensure that your comments are not entered more than once into the docket, submit comments identified by the docket number by only one of the following methods:

1. *Website:* [www.regulations.gov](http://www.regulations.gov). Follow the instructions for submitting comments on the U.S. Government electronic docket site. (Note: The U.S. Department of Transportation's (DOT's) electronic docket is no longer accepting electronic comments.) All electronic submissions must be made to the U.S. Government electronic docket site at [www.regulations.gov](http://www.regulations.gov). Commenters should follow the directions below for mailed and hand-delivered comments.

2. *Fax:* 202-366-7951.

3. *Mail:* U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001.

4. *Hand Delivery:* U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001 between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays.

*Instructions:* You must include the agency name and docket number for this notice at the beginning of your comments. Submit two copies of your comments if you submit them by mail. For confirmation that FTA has received

your comments, include a self-addressed stamped postcard. Note that all comments received, including any personal information, will be posted and will be available to internet users, without change, to [www.regulations.gov](http://www.regulations.gov). You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000, (65 FR 19477), or you may visit [www.regulations.gov](http://www.regulations.gov). Docket: For access to the docket to read background documents and comments received, go to [www.regulations.gov](http://www.regulations.gov) at any time. Background documents and comments received may also be viewed at the U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001 between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Thomas Coleman, Office of Budget & Policy (202) 366-5333 or [Thomas.Coleman@dot.gov](mailto:Thomas.Coleman@dot.gov).

**SUPPLEMENTARY INFORMATION:** Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) the necessity and utility of the information collection for the proper performance of the functions of the FTA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection.

**Title: National Transit Database (NTD)**  
(OMB Number: 2132-0008)

**Background:** 49 U.S.C. 5335 requires the Secretary of Transportation to maintain a reporting system, using a uniform system of accounts, to collect financial, operating, geographic service area coverage, and asset condition information from the nation's public transportation systems. Congress created the NTD to be the repository of transit data for the nation to support public transportation service planning. FTA has established the NTD to meet these requirements and has collected data for over 35 years. The NTD is comprised of several modules, Rural, Urban Annual, Monthly, and Safety Event Reporting. FTA continues to seek ways to reduce the burden of NTD reporting.

The existing information collection request (ICR) is currently scheduled to expire on January 31, 2023. This ICR

incorporates the information collection activities associated with changes FTA is proposing to the NTD reporting requirements which include geographic service area coverage, transit worker assaults, and bus collision fatalities data as required by the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117-58). The estimated burden from these changes is reflected in this notice's burden estimate. This notice serves to inform the public that a renewal of the ICR under the Paperwork Reduction Act with changes will be requested. FTA is soliciting comments to proposed changes to NTD reporting requirements in a separate **Federal Register** Notice.

**Respondents:** Recipients of Chapter 53 funds that either own, operate, or manage capital assets used in providing public transportation services.

**Estimated Annual Number of Respondents:** 2,481 respondents.

**Estimated Total Annual Burden:** 456,179 hours.

**Frequency:** Annual.

**Nadine Pembleton,**

*Deputy Associate Administrator, Office of Administration.*

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number MARAD-2018-0088]

#### Center of Excellence for Domestic Maritime Workforce; Notice of Opportunity To Apply for Maritime Training and Education Designation

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Notice of application opportunity.

**SUMMARY:** This notice invites eligible and qualified training entities to apply to the Maritime Administration (MARAD) for designation as a Center of Excellence for Domestic Maritime Workforce Training and Education (CoE). The National Defense Authorization Act of 2018 (the Act) provided the Secretary of Transportation with the discretionary authority to designate eligible and qualified entities as CoEs. CoE designations serve to assist the maritime industry in obtaining and maintaining the highest quality workforce. MARAD issued a notice in the **Federal Register** on October 23, 2020 entitled Center of Excellence for Domestic Maritime

Workforce; Notice of Opportunity to Apply for Training and Education Designation, and on the MARAD website at [www.MARAD.dot.gov](http://www.MARAD.dot.gov), requesting applications from qualified training entities seeking to be designated as a CoE. The application period closed on December 22, 2020. Thirty applications for designation were received. Upon the Secretary's approval, twenty-seven institutions were designated on May 19, 2021 as CoEs for the 2021 program year. The purpose of this notice is to solicit applications from eligible and qualified training entities for the next round of CoE designations for the 2022 program year.

**DATES:** Applications, including all supporting information and documents, must be submitted by 8:00 p.m. E.D.T. on September 19, 2022.

**ADDRESSES:** Applications, including all supporting information and documents, must be submitted via electronic mail to [CoEDMWTE@dot.gov](mailto:CoEDMWTE@dot.gov). The original application letter, including one copy of all supporting information and documents, may also be submitted by mail addressed to U.S. Department of Transportation, Maritime Administration, Deputy Associate Administrator for Maritime Education and Training, Attention: CoE Designation Program, 1200 New Jersey Avenue SE, Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Gerard Wall, Centers of Excellence for Domestic Maritime Workforce Training and Education (CoE) Program Manager, via electronic mail at [gerard.wall@dot.gov](mailto:gerard.wall@dot.gov) or call 202-366-7273.

**SUPPLEMENTARY INFORMATION:** Following the enactment of the National Defense Authorization Act of 2018, Public Law 115-91 (the "Act"), codified at 46 U.S.C. 51706, MARAD developed a procedure to recommend to the Secretary the designation of eligible institutions as Centers of Excellence for Domestic Maritime Workforce Training and Education (CoE). Pursuant to the Act, the Secretary of Transportation may designate certain eligible and qualified training entities as CoEs and may subsequently execute Cooperative Agreements with CoE designees. Authority to administer the CoE program is delegated to MARAD in 49 CFR 1.93(a).

Qualified training entities seeking to be designated as a CoE need to apply to MARAD. MARAD has developed this policy to provide interested parties with comprehensive agency guidance on how to apply for CoE designation and how the CoE program will be administered. Applications should include information to demonstrate that the