CFR section [3]	Respondent universe	Total annual responses	Average time per responses	Total annual burden hours	Total cost equivalent [4]
—(d)(3) Employee written/electronic protest of employer final decision.	2 new railroads	3 written protests	15 minutes	1	77
—(d)(3) Employee copy of protest	2 new railroads	3 copies	1 minute	0.1	8
—(d)(4) Employer further review of good faith challenge after employee written request.	2 new railroads	2 further reviews	15 minutes	0.5	39
—(d)(4) RR verification decision to employee in writing.	2 new railroads	2 decisions	15 minutes	0.5	39
—(e) Recordkeeping and record retention—Employer's copy of written procedures at division headquarters.	765 railroads	765 copies	5 minutes	64	4,928
218.99(a)—Shoving or pushing movement—RR operating rule complying with section's requirements.	2 new railroads	2 rule modifications	1 hour	2	154
218.101(a)–(c)—Leaving equipment in the clear—Operating rule that complies with this section.	2 new railroads	2 rule modifications	30 minutes	1	77
218.103(a)(1)—Hand-Operated Switches—Operating Rule that Complies with this section.	2 new railroads	2 rule modifications	30 minutes	1	77
229.22—Locomotive image recording systems—Form FRA F 6180–49AP (New requirements) [5].	36 railroads	4,500 passenger locomotives.	15 minutes	1,125	86,625
229.136(f)(1)—Passenger railroads adoption and development of chain of custody (c of c) procedures (New requirements).	36 railroads	12 c of c procedures	48 hours	576	44,352
—(f)(2)–(3) Passenger railroad preservation of accident/incident data of image and audio recording system from locomotive using such system at time of accident/incident (includes voluntary freight railroads & restates previous requirement under section 229.135(e)) (New requirements).	36 railroads	140 saved recordings	10 minutes	23	1,771
—(g) Locomotive image recording system approval process—Description of technical aspects any locomotive image recording system to FRA for approval (New requirements).	36 railroads	12 descriptions/plans	20 hours	240	18,480
Total	765 railroads	9,223,047 responses	N/A	765,488	58,954,389

Total Estimated Annual Responses: 9,223,047.

Total Estimated Annual Burden: 765,488 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: $58,954,389.

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 that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Brett A. Jortland,

Deputy Chief Counsel.

[FR Doc. 2022–17731 Filed 8–17–22; 8:45 am]

BILLING CODE 4910–06–P

[3] FRA anticipates that no procedures will be disapproved under § 217.9(b)(4). Additionally, the burdens associated under § 299.449 and appendix A to part 299 have been accounted for under the burden associated with § 229.136(f) and (g).

[4] The dollar equivalent cost is derived from the Surface Transportation Board's Full Year Wage A&B data series using the appropriate employee group hourly wage rate that includes 75-percent overhead charges.

[5] The burdens for §§ 229.21, 229.136(a)(3), (e)(2), and 229.139(i) are covered under § 229.22.

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Announcement of Fiscal Year 2022 Low or No Emission Program and Grants for Buses and Bus Facilities Program and Project Selections

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice; announcement of project selections.

SUMMARY: The U.S. Department of Transportation's (DOT) Federal Transit Administration (FTA) announces the award of a total of $1,656,696,061, including $1,105,329,750 to projects under the Fiscal Year (FY) 2022 Low or No Emission Grant Program (Low-No) and $551,366,311 to projects under the Grants for Buses and Bus Facilities Program (Buses and Bus Facilities Program) and provides administrative guidance on project implementation.

FOR FURTHER INFORMATION CONTACT: Successful applicants should contact the appropriate FTA Regional Office for information regarding applying for the funds or program-specific information. A list of Regional Offices can be found at *https://www.transit.dot.gov/about/regional-offices/regional-offices.* Unsuccessful applicants may contact Amy Volz, Office of Program Management at (202) 366–7484, or email: *amy.volz@dot.gov* within 30 days of this announcement to arrange a proposal debriefing. A TDD is available at 1–800–877–8339 (TDD/FIRS).

SUPPLEMENTARY INFORMATION: Federal public transportation law (49 U.S.C. 5339(b)) authorizes FTA to make competitive grants for the Buses and Bus Facilities Program. Federal public transportation law (49 U.S.C. 5339(c)) authorizes FTA to make competitive grants for the Low-No Program.

Federal public transportation law (49 U.S.C. 5338(a)(2)(M)) authorized $375,696,244 in FY 2022 funds for the Grants for Buses and Bus Facilities Program. The Consolidated Appropriations Act, 2022 (Pub. L. 117–103), appropriated an additional $175,000,000 for the Grants for Buses and Bus Facilities Program. After the oversight takedown of $4,666,931, the total funding is $546,029,313 for the Grants for Buses and Bus Facilities Program. FTA is also making available an additional $5,479,636 of recovered funding for this round, bringing the total available funding to $551,508,949.

Federal public transportation law (49 U.S.C. 5338(a)(2)(M)) authorized $71,561,189 in FY 2022 funds for the Low or No Emission Grant Program; plus an additional $1,050,000,000 appropriated under the 2021 Bipartisan Infrastructure Law (enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117–58). The Consolidated

Appropriations Act, 2022, appropriated an additional $75,000,000 for the Low or No Emission Grant Program. After the oversight takedown and transfer to Office of Inspector General, the total funding available is $1,174,998,689 for the Low-No Program.

On March 4, 2022, FTA published a joint Notice of Funding Opportunity (NOFO) (87 FR 12528) announcing the availability of approximately $372 million in FY 2022 Buses and Bus Facilities Program funds and approximately $1.1 billion in Low-No funds. After this NOFO was published, Congress enacted the FY22 Consolidated Appropriations Act, which made additional funding available to the two programs. Consistent with the NOFO, which stated that FTA ''may award additional funding that is made available to the programs prior to the announcement of project selections,'' FTA is electing to add the FY22 Consolidated Appropriations Act funding made available for both programs to this NOFO. These funds will provide financial assistance to states and eligible public agencies to replace, rehabilitate, purchase, or lease buses, vans, and related equipment, and for capital projects to rehabilitate, purchase, construct, or lease bus-related facilities. For the Low-No Program, projects must be directly related to the low or no-emission vehicles within the fleet. In response to the NOFO, FTA received 530 eligible project proposals totaling approximately $7.71 billion in Federal funds. Project proposals were evaluated based on each applicant's responsiveness to the program evaluation criteria outlined in the NOFO.

Based on the criteria in the NOFO, FTA is funding 100 projects, as shown in Table 1, for a total of $1,105,329,750 for the Low-No Program and 50 projects, as shown in Table 2, for a total of $551,366,311 for the Buses and Bus Facilities Program. A minimum of 15 percent of the amounts made available for the Buses and Bus Facilities Program are set aside for projects located in rural areas, which is reflected in FTA's selections. A statutory cap of 10 percent for any one applicant in the Buses and Bus Facilities Program is reflected as well. A minimum of 25 percent of the amounts made available for the Low or No Emission Grant Program are set aside for projects related to the acquisition of low or no emission buses or bus facilities other than zero emission vehicles and related facilities. In response to this NOFO, FTA did not receive enough applications to the Low or No Emission Grant Program for low emission projects to exhaust this set-aside. FTA intends to include the remainder of this set-aside in the next NOFO that it issues for the Low-No Emission Grant Program. Recipients selected for competitive funding are required to work with their FTA Regional Office to submit a grant application in FTA's Transit Award Management System (TrAMS) for the projects identified in the attached table to quickly obligate funds. Grant applications must include only eligible activities applied for in the original project application. Funds must be used consistent with the competitive proposal and for the eligible capital purposes described in the NOFO.

In cases where the allocation amount is less than the proposer's total requested amount, recipients are required to fund the scalable project option as described in the application. If the award amount does not correspond to the scalable option, the recipient should work with the Regional Office to reduce scope or scale the project such that a complete phase or project is accomplished. Recipients may also provide additional local funds to complete a proposed project. A discretionary project identification number has been assigned to each project for tracking purposes and must be used in the TrAMS application.

Selected projects are eligible to incur costs under pre-award authority no earlier than the date projects were publicly announced. Pre-award authority does not guarantee that project expenses incurred prior to the award of a grant will be eligible for reimbursement, as eligibility for reimbursement is contingent upon other requirements, such as planning and environmental requirements, having been met. For more about FTA's policy on pre-award authority, please see the current FTA Apportionments, Allocations, and Program Information at *https://www.transit.dot.gov/funding/apportionments.* Post-award reporting requirements include submission of Federal Financial Reports and Milestone Progress Reports in TrAMS (see FTA Circular 5010.1E). Recipients must comply with all applicable Federal statutes, regulations, executive orders, FTA circulars, and other Federal requirements in carrying out the project supported by the FTA grant. FTA emphasizes that recipients must follow all third-party procurement requirements set forth in Federal public transportation law (49 U.S.C. 5325(a)) and described in the FTA Third Party Contracting Guidance Circular (FTA Circular 4220.1). Funds allocated in this announcement must be obligated in a grant by September 30, 2025.

Technical Review and Evaluation Summary: The FTA assessed all project proposals that were submitted under the FY 2022 Buses and Bus Facilities Program and the Low or No Emission Program competition according to the following evaluation criteria. The specific metrics for each criterion were described in the March 4, 2022, NOFO:

1. Demonstration of Need
2. Demonstration of Benefits
3. Planning/Local Prioritization
4. Local Financial Commitment
5. Project Implementation Strategy
6. Technical, Legal, and Financial Capacity

For each project, a technical review panel assigned a rating of Highly Recommended, Recommended, or Not Recommended for each of the six criteria. The technical review panel then assigned an overall rating of Highly Recommended, Recommended, Not Recommended, or Ineligible to the project proposal.

Projects were assigned a final overall rating of Highly Recommended if they were rated Highly Recommended in at least four categories overall, with no Not Recommended ratings. Projects were assigned a final overall rating of Recommended if the projects had three or more Recommended ratings and no Not Recommended ratings. Projects were assigned a rating of Not Recommended if they received a Not Recommended rating in any criteria. A summary of the final overall ratings for all 530 eligible project proposals is shown in the table below.

OVERALL PROJECT RATINGS

[Eligible submissions]

	Bus	Low-No	Total
Highly Recommended	245	215	460
Recommended	15	12	27

OVERALL PROJECT RATINGS—Continued

[Eligible submissions]

	Bus	Low-No	Total
Not Recommended	22	21	43
Total	282	248	530

As outlined in the NOFO, FTA made the final selections based on the technical ratings as well as geographic diversity, diversity in the size of transit systems receiving funding, Administration priorities including climate change, the creation of good-paying jobs, an application's zero-emission fleet transition plan supporting a full fleet transition, and/or receipt of other recent competitive awards.

As further outlined in the NOFO, in some cases, due to funding limitations, proposers that were selected for funding received less than the amount originally requested.

Nuria I. Fernandez,

Administrator.

TABLE 1—FY 2022 LOW OR NO EMISSION PROJECT SELECTIONS

[Note: Some projects have multiple Project IDs]

State	Recipient	Project ID	Project description	Award
AK	Fairbanks North Star Borough	D2022–LWNO–001	Purchase CNG buses and paratransit vehicles	$2,494,728
AK	Ketchikan Gateway Borough, The Bus	D2022–LWNO–002	Purchase battery electric buses and associated infrastructure.	4,285,436
AL	Birmingham-Jefferson County Transit Authority	D2022–LWNO–003	Construct a new maintenance facility and purchase zero-emission buses.	13,654,636
AL	The Board of Trustees of The University of Alabama	D2022–LWNO–004	Replace diesel buses with battery electric and associated infrastructure.	7,890,065
AR	City of Jonesboro, Arkansas	D2022–LWNO–005	Purchase hybrid buses to replace diesel buses	878,584
AZ	City of Phoenix Public Transit Department	D2022–LWNO–006	Zero-emission bus procurement and associated infrastructure.	16,362,600
AZ	City of Tucson, Sun Tran/Sun Van	D2022–LWNO–007	Battery electric bus procurement and associated charging equipment.	12,112,400
CA	City of Gardena	D2022–LWNO–009	Battery electric bus replacement	2,215,647
CA	City of Roseville	D2022–LWNO–010	Purchase battery electric buses to replace diesel and gasoline transit vehicles and associated infrastructure.	11,617,236
CA	City of Santa Maria	D2022–LWNO–011	Purchase battery electric buses to replace diesel buses.	6,664,318
CA	City of Union City—Union City Transit	D2022–LWNO–012	Replace CNG vehicles with battery electric vehicles and associated infrastructure.	9,342,346
CA	Fresno, City of	D2022–LWNO–013	Facility upgrades to accommodate hydrogen fuel cell buses and purchase low and no emission vehicles for replacement and expansion.	17,367,042
CA	Gold Coast Transit District	D2022–LWNO–014	Purchase hydrogen fuel cell buses to replace CNG buses and a hydrogen fueling station and facility upgrades.	12,117,144
CA	Los Angeles County Metropolitan Transportation Authority ('Metro').	D2022–LWNO–015	Purchase battery electric buses and associated infrastructure.	104,160,000
CA	Napa Valley Transportation Authority	D2022–LWNO–016	Purchase battery electric buses and associated infrastructure.	6,341,892
CA	Omnitrans	D2022–LWNO–017	Purchase hydrogen fuel cell buses and associated infrastructure.	9,342,502
CA	Orange County Transportation Authority	D2022–LWNO–018	Battery electric bus procurement	2,507,895
CA	Riverside Transit Agency	D2022–LWNO–019	Replaced CNG buses with hydrogen fuel cell buses	5,153,594
CA	San Joaquin Regional Transit District (RTD)	D2022–LWNO–020	Purchase hybrid buses for fleet expansion	3,994,277
CA	SunLine Transit Agency	D2022–LWNO–021	Purchase hydrogen fuel cell buses and infrastructure upgrades.	7,819,257
CA	SunLine Transit Agency	D2022–LWNO–022	Purchase battery electric buses and associated infrastructure.	7,146,793
CO	Mesa County	D2022–LWNO–023	Low emission bus replacement	1,056,984
CO	Mesa County	D2022–LWNO–024	Construct a CNG maintenance facility	2,844,274
CO	State of Colorado, Department of Transportation	D2022–LWNO–025	Replace diesel buses with low emission buses	2,353,400
DC	District Department of Transportation	D2022–LWNO–026	Replace diesel buses with battery electric	9,590,000
FL	Central Florida Regional Transportation Authority, dba LYNX.	D2022–LWNO–027	Replace gasoline vehicles with battery electric and associated infrastructure.	16,132,025
FL	Florida Department of Transportation	D2022–LWNO–028	Replace bio-diesel buses with CNG buses	6,478,370
FL	Jacksonville Transportation Authority	D2022–LWNO–029	Replacing diesel buses with CNG and infrastructure for electric buses.	15,417,310
FL	Lee County Board of County Commissioners	D2022–LWNO–030	Purchase battery electric buses and associated infrastructure.	3,863,430
GA	Augusta Richmond County	D2022–LWNO–031	Replace diesel buses with battery electric and associated infrastructure.	6,271,325
GA	Chatham Area Transit Authority	D2022–LWNO–032	Replace diesel buses with battery electric	5,451,844
GA	Metropolitan Atlanta Rapid Transit Authority (MARTA)	D2022–LWNO–033	Replace CNG buses with battery electric and associated infrastructure.	19,302,650
HI	Hawaii Department of Transportation (HDOT)	D2022–LWNO–034	Replace diesel buses with battery electric and hydrogen fuel cell and supporting infrastructure.	23,186,682
HI	Honolulu Department of Transportation Services	D2022–LWNO–035	Replace diesel buses with battery electric	20,000,000

TABLE 1—FY 2022 LOW OR NO EMISSION PROJECT SELECTIONS—Continued

[Note: Some projects have multiple Project IDs]

State	Recipient	Project ID	Project description	Award
IA	City of Davenport, Iowa	D2022–LWNO–036	Replace diesel buses with battery electric and associated infrastructure.	4,874,993
ID	Valley Regional Transit	D2022–LWNO–037	Battery electric expansion vehicles and associated infrastructure.	17,386,450
IL	Decatur Public Transit System	D2022–LWNO–038	Infrastructure and equipment for battery electric buses	16,840,000
IL	Rockford Mass Transit District	D2022–LWNO–039	Replace diesel buses with battery electric and hybrid	6,328,980
IL	Springfield Mass Transit District	D2022–LWNO–040	Replace diesel buses with hybrid and CNG	5,927,788
IN	Bloomington Public Transportation Corporation	D2022–LWNO–041	Purchase battery electric buses and associated infrastructure.	7,040,000
KS	City of Lawrence, KS—Lawrence Transit	D2022–LWNO–042	Replace diesel and hybrid buses with battery electric	3,279,655
KS	City of Wichita	D2022–LWNO–043	Purchase battery electric paratransit vehicles and associated infrastructure.	3,951,078
KY	Transit Authority of Lexington-Fayette Urban County Government.	D2022–LWNO–044	Replace diesel buses with CNG and associated infrastructure.	6,359,880
KY	Transit Authority of Northern Kentucky	D2022–LWNO–045	Replace diesel buses with hybrid	3,091,200
LA	Jefferson Parish	D2022–LWNO–046	Construct a new facility and hybrid vehicles	6,880,000
MA	Berkshire Regional Transit Authority	D2022–LWNO–047	Replaced diesel buses with hybrid and facility upgrades.	2,457,328
MA	Massachusetts Bay Transportation Authority	D2022–LWNO–048	Replace diesel buses with battery electric	116,000,000
MA	Massachusetts Department of Transportation (MassDOT).	D2022–LWNO–049	Replace diesel buses with electric and propane	4,143,750
MA	Southeastern Regional Transit Authority	D2022–LWNO–050	Replace diesel buses with hybrid	12,240,000
MD	Maryland Transit Administration—Anne Arundel County.	D2022–LWNO–051	Hybrid bus replacement	1,890,000
MD	Montgomery County (MD) Department of Transportation.	D2022–LWNO–052	Purchase hydrogen fuel cell buses and associated infrastructure.	14,875,975
ME	Biddeford-Saco-Old Orchard Beach Transit Committee	D2022–LWNO–053	Replace diesel buses with battery electric	2,047,407
MI	City of Midland Dial-A-Ride	D2022–LWNO–054	Replace gas powered vehicles with electric	167,257
MI	Mass Transportation Authority	D2022–LWNO–055	Replace hybrid buses with hydrogen fuel cell buses and associated infrastructure.	4,334,800
MN	Bois Forte Band of Chippewa	D2022–LWNO–056	Purchase propane buses	739,500
MN	Minnesota Department of Transportation	D2022–LWNO–057	Replace conventional buses with battery electric and associated infrastructure.	3,414,680
MN	Prairie Island Indian Community	D2022–LWNO–058	Replace gasoline vehicles with battery electric	1,616,426
MN	SouthWest Transit	D2022–LWNO–059	Purchase battery electric buses and associated infrastructure.	8,127,891
MO	Bi-State Development Agency of the Missouri-Illinois Metropolitan District.	D2022–LWNO–060	Replace diesel buses with battery electric and associated infrastructure.	5,412,960
MO	The City of Columbia	D2022–LWNO–061	Purchase battery electric buses and associated infrastructure.	2,896,675
MS	JACKSON, CITY OF	D2022–LWNO–062	Facility upgrades and purchase low and zero emission vehicles and associated infrastructure.	8,714,400
MT	City of Billings, MET Transit Division	D2022–LWNO–063	Purchase electric buses and associated infrastructure	3,880,316
MT	Missoula Urban Transportation District	D2022–LWNO–064	Replace diesel buses with battery electric and associated infrastructure.	10,909,127
NC	City of Asheville	D2022–LWNO–065	Purchase hybrid buses and replacement electric battery packs.	4,291,650
NC	City of Concord	D2022–LWNO–066	Hybrid bus replacement	713,813
NC	City of Durham	D2022–LWNO–067	Replace diesel buses with battery electric	5,745,600
NC	City of Fayetteville	D2022–LWNO–068	Replaced diesel and gasoline vehicles with battery electric and propane.	280,500
NM	City of Las Cruces	D2022–LWNO–069	Replace diesel buses with battery electric	5,721,073
NM	New Mexico Department of Transportation	D2022–LWNO–070	Purchase battery electric buses and associated infrastructure.	2,511,882
NV	Regional Transportation Commission of Southern Nevada.	D2022–LWNO–071	Purchase hydrogen fuel cell buses	6,737,042
NY	Capital District Transportation Authority	D2022–LWNO–072	Purchase battery electric buses and associated infrastructure.	25,417,053
NY	Metropolitan Transportation Authority	D2022–LWNO–073/ D2022–LWNO–104.	Purchase battery electric buses	116,000,000
NY	Rochester Genesee Regional Transportation Authority	D2022–LWNO–074	Purchase hydrogen fuel cell buses and associated infrastructure.	7,043,331
NY	Tompkins County, New York on behalf of Tompkins Consolidated Area Transit (TCAT).	D2022–LWNO–075	Replace diesel buses with battery electric	8,740,975
OH	Central Ohio Transit Authority (COTA)	D2022–LWNO–076	Replace diesel buses with battery electric buses and associated infrastructure.	26,714,004
OH	Stark Area Regional Transit Authority	D2022–LWNO–077	Purchase hydrogen fuel cell and CNG vehicles and construct a microgrid.	2,393,600
OH	The Portage Area Regional Transportation Authority	D2022–LWNO–078	Replace diesel vehicles with CNG vehicles	3,201,270
OK	Central Oklahoma Transportation and Parking Authority (COTPA), dba EMBARK.	D2022–LWNO–079	Purchase CNG and electric vehicles	6,745,732
OK	City of Norman, Oklahoma	D2022–LWNO–080	Purchase CNG replacement buses	894,963
OK	Metropolitan Tulsa Transit Authority	D2022–LWNO–081	Replace diesel buses with zero-emission buses	6,666,105
OK	Metropolitan Tulsa Transit Authority	D2022–LWNO–082	Purchase replacement and expansion buses	4,800,375
OR	City of Corvallis	D2022–LWNO–083	Replace diesel buses with battery electric	2,658,068
OR	Oregon Department of Transportation, Public Transportation Division.	D2022–LWNO–084	Purchase battery electric buses and associated infrastructure.	2,081,883
PA	Southeastern Pennsylvania Transportation Authority	D2022–LWNO–085	Upgrade infrastructure to accommodate battery electric buses.	23,360,000

TABLE 1—FY 2022 LOW OR NO EMISSION PROJECT SELECTIONS—Continued

[Note: Some projects have multiple Project IDs]

State	Recipient	Project ID	Project description	Award
PR	AUTORIDAD METROPOLITANA DE AUTOBUSES (PRMBA).	D2022–LWNO–086	Replace diesel buses with battery electric and install solar powered charging.	10,000,000
SC	City of Clemson dba Clemson Area Transit	D2022–LWNO–088	Replace diesel buses with battery electric	3,930,000
SD	South Dakota Department Of Transportation	D2022–LWNO–089	Purchase propane vehicles	1,067,774
TN	Memphis Area Transit Authority (MATA)	D2022–LWNO–090	Purchase battery electric buses and associated infrastructure.	22,378,905
TX	City of El Paso Mass Transit Department-Sun Metro	D2022–LWNO–091	Purchase battery electric paratransit vehicles and associated infrastructure.	8,876,712
TX	City of Laredo and Laredo Transit Management Inc.	D2022–LWNO–092	Replace diesel vehicles with CNG	7,430,385
TX	City of Lubbock	D2022–LWNO–093	Purchase hybrid buses	39,600,000
TX	Metropolitan Transit Authority of Harris County (METRO).	D2022–LWNO–094	Purchase battery electric buses and associated infrastructure.	21,586,913
VA	City of Suffolk	D2022–LWNO–096	Purchase battery electric buses and associated infrastructure.	565,000
VA	Old Dominion Transit Management Company	D2022–LWNO–097	Facility upgrades for transit vehicles	952,192
VA	Old Dominion Transit Management Company	D2022–LWNO–098	Replace diesel buses with CNG	10,032,000
VT	Vermont Agency of Transportation (VTrans)	D2022–LWNO–099	Purchase battery electric buses	9,151,125
WA	Central Puget Sound Regional Transit Authority	D2022–LWNO–100	Purchase battery electric buses and associated infrastructure.	9,264,000
WA	Pierce County Public Transportation Benefit Area Corporation.	D2022–LWNO–101	Replace CNG buses with battery electric and associated infrastructure.	3,870,800
WA	Whatcom Transportation Authority (WTA)	D2022–LWNO–102	Replace diesel buses with battery electric and associated infrastructure.	8,862,951
WI	City of Racine	D2022–LWNO–103	Replace diesel buses with battery electric	3,796,872
Total				1,105,329,750

TABLE 2—FY 2022 GRANTS FOR BUSES AND BUS FACILITIES PROJECT SELECTIONS

State	Recipient	Project ID	Project description	Award
AK	Alaska DOT on behalf of City and Borough of Juneau, Capital Transit.	D2022–BUSC–100	Maintenance facility rehabilitation and modernization.	$2,264,000
AK	Gulkana Village Council	D2022–BUSC–101	Construction of multi-purpose operations and maintenance facility.	4,207,093
AK	Metlakatla Indian Community	D2022–BUSC–102	Battery electric bus and charger to establish new service.	402,257
CA	California DOT on behalf of Redwood Coast Transit Authority.	D2022–BUSC–103	Bus replacement for rural service	296,000
CA	City of Fairfield	D2022–BUSC–104	Battery electric buses and chargers and maintenance facility upgrade.	12,016,400
CA	Riverside Transit Agency	D2022–BUSC–105	Solar panel installation and workforce training for new technologies.	1,594,364
CA	Santa Clara Valley Transportation Authority (VTA).	D2022–BUSC–106	Battery electric buses and additional chargers to extend service range.	15,588,800
CA	Yurok Tribe	D2022–BUSC–107	Construction of a bus facility with charging capacity and passenger amenities.	1,280,000
CO	Colorado Department of Transportation (CDOT).	D2022–BUSC–108	Battery electric buses and chargers	1,814,882
CO	State of Colorado, Department of Transportation.	D2022–BUSC–109	Replacement vehicles and new vehicles to improve and expand service.	2,568,000
CO	State of Colorado, Department of Transportation.	D2022–BUSC–110	Compressed Natural Gas and diesel replacement buses.	5,721,272
CO	State of Colorado, Department of Transportation.	D2022–BUSC–111	Bus facility construction to support electrification.	34,765,737
CT	Connecticut Department of Transportation (CTDOT).	D2022–BUSC–112	Bus facility rehabilitation and modernization and purchase of battery electric buses.	20,394,000
DE	Delaware Transit Corporation	D2022–BUSC–113	Zero-emission vehicle replacement buses	11,000,000
HI	Hawaii Department of Transportation (HDOT).	D2022–BUSC–114	Transit center accessibility improvements and upgrades and new vehicles.	12,000,000
IA	Iowa Department of Transportation	D2022–BUSC–115	Vehicle replacement for 26 of Iowa's transit systems statewide.	12,000,000
IA	Iowa Department of Transportation (IADOT).	D2022–BUSC–116	Zero-emission vehicle replacement buses in rural areas.	15,844,561
ID	Transportation, Idaho Department	D2022–BUSC–117	Commuter vans to expand vanpool service.	384,000
IL	Bloomington-Normal Public Transit System.	D2022–BUSC–118	Zero-emission vehicles, including for microtransit service, and support facility construction.	13,076,800
IL	Chicago Transit Authority (CTA)	D2022–BUSC–119	Electric buses and maintenance facility conversion and modernization.	28,836,080

TABLE 2—FY 2022 GRANTS FOR BUSES AND BUS FACILITIES PROJECT SELECTIONS—Continued

State	Recipient	Project ID	Project description	Award
IN	Indianapolis Public Transportation Corporation.	D2022–BUSC–120/ D2022–BUSC–121.	Fleet Storage, Maintenance Terminal, and Operations Center construction.	33,000,000
KY	Kentucky Transportation Cabinet	D2022–BUSC–122	Replacement vehicles, expansion vehicles, and supporting technology for rural providers across the state.	3,265,592
KY	Transit Authority of River City (TARC)	D2022–BUSC–123	Battery electric replacement buses and chargers.	7,411,032
MA	Pioneer Valley Transit Authority	D2022–BUSC–124	Bus facility modernization and battery electric replacement buses.	54,000,000
MD	Prince Georges County Government	D2022–BUSC–125	Battery electric buses and chargers and microgrid construction.	25,000,000
MI	City of Detroit	D2022–BUSC–126	Battery electric buses and chargers	6,912,404
MI	Michigan Department of Transportation	D2022–BUSC–127	Traditional, zero-emission, and propane replacement buses for small and rural transit agencies statewide.	12,000,000
MN	MN Chippewa Tribe-White Earth Band of Chippewa Indians.	D2022–BUSC–128	Multi-purpose bus facility construction	3,607,642
MT	Blackfeet Tribe	D2022–BUSC–129	Bus facility expansion	1,375,920
NC	Town of Cary	D2022–BUSC–130	Multi-purpose bus facility construction	11,787,275
ND	City of Grand Forks	D2022–BUSC–131	Bus facility modernization and rehabilitation.	7,768,742
NH	Cooperative Alliance for Seacoast Transportation.	D2022–BUSC–132	Multi-purpose bus facility construction	7,736,284
NJ	New Jersey Transit Corporation	D2022–BUSC–133	Multi-purpose bus facility construction	44,677,500
NM	City of Las Cruces	D2022–BUSC–134/ D2022–BUSC–135.	Maintenance and operations center expansion and upgrades to support battery electric fleet.	2,170,214
NM	New Mexico Department of Transportation	D2022–BUSC–136/ D2022–BUSC–137.	Battery electric replacement buses and chargers.	3,071,882
NV	Pyramid Lake Paiute Tribe	D2022–BUSC–138	Bus purchase and rehabilitation	115,000
NY	Rochester Genesee Regional Transportation Authority.	D2022–BUSC–139/ D2022–BUSC–140.	Bus operations and maintenance facility construction.	16,000,000
OR	Oregon Department of Transportation, Public Transit Division.	D2022–BUSC–141	Vehicle replacement	1,050,000
OR	Oregon Department of Transportation, Public Transit Division.	D2022–BUSC–142	Vehicles for microtransit service	612,000
OR	Oregon Department of Transportation, Public Transportation Division.	D2022–BUSC–143	Bus maintenance facility and battery electric buses and chargers.	4,632,050
OR	Tri-County Metropolitan Transportation District of Oregon.	D2022–BUSC–144/ D2022–BUSC–145.	Bus facility relocation and expansion	5,566,583
SD	South Dakota Department of Transportation.	D2022–BUSC–146	Bus facility construction	692,758
TN	Memphis Area Transit Authority (MATA)	D2022–BUSC–147	Bus operations and maintenance facility construction and solar panels.	54,000,000
TN	Tennessee Department of Transportation, Division of Multimodal Transportation Resources.	D2022–BUSC–148/ D2022–BUSC–149.	Bus and paratransit vehicle replacement in urban and rural areas.	12,000,000
TX	Capital Metropolitan Transportation Authority.	D2022–BUSC–150	Demand response operations and maintenance facility construction.	20,000,000
UT	Utah Department of Transportation	D2022–BUSC–151/ D2022–BUSC–152.	Battery electric buses and chargers	6,095,770
VT	Vermont Agency of Transportation	D2022–BUSC–153	Multi-purpose bus facility construction	3,279,616
WA	Cowlitz Indian Tribe	D2022–BUSC–154	Bus facility rehabilitation	185,368
WA	Lummi Indian Business Council	D2022–BUSC–155	Multi-purpose bus facility construction	1,876,265
WA	Washington State Department of Transportation.	D2022–BUSC–156	Bus replacement for rural transit agencies	5,422,168
Total				551,366,311

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DEPARTMENT OF TRANSPORTATION

[Docket No. DOT–OST–2022–0082]

Agency Information Collection Activities: Technical Assistance PRA; Emergency Approval

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

ACTION: Emergency clearance notice and request for comments.

SUMMARY: The Office of the Secretary (OST), Department of Transportation (DOT) invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for an emergency approval of a proposed information collection, for