

Dated: June 1, 2022.

**Antony J. Blinken,**  
*Secretary of State.*

[FR Doc. 2022–17826 Filed 8–18–22; 8:45 am]

**BILLING CODE 4710–25–P**

## DEPARTMENT OF STATE

[Public Notice: 11834]

### Determination Under Section 506(a)(1) of the Foreign Assistance Act of 1961 To Provide Military Assistance to Ukraine

Pursuant to the authority vested in me by section 506(a)(1) of the Foreign Assistance Act of 1961 (the “Act”) (22 U.S.C. 2318(a)(1)) and Presidential Delegation of Authority dated July 1, 2022, I hereby determine that:

- An unforeseen emergency exists which requires immediate military assistance to Ukraine; and
- The emergency requirement cannot be met under the authority of the Arms Export Control Act or any other provision of law.

I, therefore, pursuant to authority delegated to me by the President, direct the drawdown of up to \$50 million in defense articles and services of the Department of Defense, and military education and training, under the authority of section 506(a)(1) of the Act to provide assistance to Ukraine. The Department of State will coordinate implementation of this drawdown.

This determination shall be reported to the Congress and published in the **Federal Register**.

Dated: July 1, 2022.

**Antony J. Blinken,**  
*Secretary of State.*

[FR Doc. 2022–17835 Filed 8–18–22; 8:45 am]

**BILLING CODE 4710–25–P**

## DEPARTMENT OF STATE

[Public Notice: 11831]

### Determination Under Section 506(a)(1) of the Foreign Assistance Act of 1961 To Provide Military Assistance to Ukraine

Pursuant to the authority vested in me by section 506(a)(1) of the Foreign Assistance Act of 1961 (the “Act”) (22 U.S.C. 2318(a)(1)) and Presidential Delegation of Authority dated July 22, 2022, I hereby determine that:

- an unforeseen emergency exists which requires immediate military assistance to Ukraine; and
- the emergency requirement cannot be met under the authority of the Arms Export Control Act or any other provision of law.

I, therefore, pursuant to authority delegated to me by the President, direct the drawdown of up to \$175 million in defense articles and services of the Department of Defense, and military education and training, under the authority of section 506(a)(1) of the Act to provide assistance to Ukraine. The Department of State will coordinate implementation of this drawdown.

This determination shall be reported to the Congress and published in the **Federal Register**.

Dated: July 22, 2022.

**Antony J. Blinken,**  
*Secretary of State.*

[FR Doc. 2022–17833 Filed 8–18–22; 8:45 am]

**BILLING CODE 4710–25–P**

## DEPARTMENT OF STATE

[Public Notice: 11833]

### Determination Under Section 506(a)(1) of the Foreign Assistance Act of 1961 To Provide Military Assistance to Ukraine

Pursuant to the authority vested in me by section 506(a)(1) of the Foreign Assistance Act of 1961 (the “Act”) (22 U.S.C. 2318(a)(1)) and Presidential Delegation of Authority dated August 8, 2022, I hereby determine that:

- an unforeseen emergency exists which requires immediate military assistance to Ukraine; and
- the emergency requirement cannot be met under the authority of the Arms Export Control Act or any other provision of law.

I, therefore, pursuant to authority delegated to me by the President, direct the drawdown of up to \$1 billion in defense articles and services of the Department of Defense, and military education and training, under the authority of section 506(a)(1) of the Act to provide assistance to Ukraine. The Department of State will coordinate implementation of this drawdown.

This determination shall be reported to the Congress and published in the **Federal Register**.

Dated: August 8, 2022.

**Antony J. Blinken,**  
*Secretary of State.*

[FR Doc. 2022–17834 Filed 8–18–22; 8:45 am]

**BILLING CODE 4710–25–P**

## SURFACE TRANSPORTATION BOARD

[Docket No. MCF 21101]

### Van Pool Transportation, LLC—Acquisition of Control—DS Bus Lines, Inc.

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice tentatively approving and authorizing finance transaction.

**SUMMARY:** On July 21, 2022, Van Pool Transportation LLC (Van Pool or Applicant), a noncarrier, filed an application for Van Pool to acquire indirect control of an interstate passenger motor carrier, DS Bus Lines, Inc. (DS Bus), by acquiring Kincaid Group Holdings, Inc. (Holdings), from the shareholders of Holdings. The Board is tentatively approving and authorizing the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action.

**DATES:** Comments must be filed by October 3, 2022. If any comments are filed, Van Pool may file a reply by October 17, 2022. If no opposing comments are filed by October 3, 2022, this notice shall be effective on October 4, 2022.

**ADDRESSES:** Comments may be filed with the Board either via e-filing or in writing addressed to: Surface Transportation Board, 395 E Street SW, Washington, DC 20423–0001. In addition, send one copy of comments to Van Pool’s representative: Andrew K. Light, Scopelitis, Garvin, Light, Hanson & Feary, P.C., 10 W Market Street, Suite 1400, Indianapolis, IN 46204.

**FOR FURTHER INFORMATION CONTACT:** Nathaniel Bawcombe at (202) 245–0376. Assistance for the hearing impaired is available through the Federal Relay Service at (800) 877–8339.

**SUPPLEMENTARY INFORMATION:** According to the application, Van Pool is a limited liability company organized under Delaware law and headquartered in Wilbraham, Mass. (Appl. 2.) Van Pool states that it owns and controls all of the equity and voting interest in the following interstate passenger motor carriers (collectively, the Affiliate Regulated Carriers) that hold interstate passenger motor carrier authority, (*id.* at 3–4):<sup>1</sup>

- NRT Bus, Inc. (NRT), which primarily provides non-regulated student school bus transportation services in Massachusetts (Essex,

<sup>1</sup> Additional information about these motor carriers, including U.S. Department of Transportation (USDOT) numbers, motor carrier numbers, and USDOT safety fitness ratings, can be found in the application. (*See id.* at 3–4; *id.* at Ex. A.)

Middlesex, Norfolk, Suffolk, and Worcester counties), and occasional charter services;

- Trombly Motor Coach Service, Inc. (Trombly), which primarily provides non-regulated school bus transportation services in Massachusetts (Essex and Middlesex counties) and occasional charter services;

- Salter Transportation, Inc. (Salter), which primarily provides non-regulated school bus transportation services in Massachusetts (Essex County) and southern New Hampshire, and occasional charter services; and

- Easton Coach Company, LLC (Easton), which provides (i) intrastate paratransit, shuttle, and line-run services under contracts with regional transportation authorities and other organizations, primarily in New Jersey and eastern Pennsylvania, and (ii) private charter motor coach and shuttle services (interstate and intrastate), primarily in eastern Pennsylvania.<sup>2</sup>

According to the application, Van Pool also has operating subsidiaries that provide transportation services that do not involve regulated interstate transportation or require interstate passenger authority (together with the Affiliate Regulated Carriers, the Applicant Subsidiaries), primarily in the northeastern portion of the United States. (Appl. 2–3; *id.* at Ex. B.) Van Pool states that it is indirectly owned and controlled by investment funds affiliated with Audax Management Company, LLC, a Delaware limited liability company. (*Id.* at 7.)<sup>3</sup>

The application explains that DS Bus, the carrier being acquired, is a Kansas corporation that provides the following services: (i) non-regulated school bus transportation services in the Kansas cities of Beloit, Kansas City, Lincoln, Olathe, and Shawnee; the metropolitan area of Denver, Colo.; the metropolitan area of Tulsa, Okla.; and the Missouri cities of Belton and Smithville; (ii) occasional charter services at times when its vehicles are not in use for school activities; and (iii) intrastate employee shuttle service between Amarillo and Cactus, Tex., for

employees of JBS USA, and between Denver and Fort Morgan, Colo., for employees of Cargill. (*Id.* at 5–6.) The application states that DS Bus uses approximately 545 vehicles and employs approximately 600 drivers in providing its services, holds interstate operating authority under FMCSA Docket No. MC–962756, and has no USDOT Safety Rating. (*Id.*)<sup>4</sup> According to the application, all of the issued and outstanding shares of DS Bus are held by Holdings, which does not own or control any interstate passenger motor carrier other than DS Bus. (*Id.* at 5.) Van Pool represents that, through this transaction, it will acquire Holdings from the shareholders of Holdings, the effect of which will be to place DS Bus under the control of Van Pool. (*Id.* at 1, 6.)

Under 49 U.S.C. 14303(b), the Board must approve and authorize a transaction that it finds consistent with the public interest, taking into consideration at least (1) the effect of the proposed transaction on the adequacy of transportation to the public, (2) the total fixed charges that result from the proposed transaction, and (3) the interest of affected carrier employees. Van Pool has submitted the information required by 49 CFR 1182.2, including information to demonstrate that the proposed transaction is consistent with the public interest under 49 U.S.C. 14303(b), *see* 49 CFR 1182.2(a)(7), and a jurisdictional statement under 49 U.S.C. 14303(g) that the aggregate gross operating revenues of the involved carriers exceeded \$2 million during the 12-month period immediately preceding the filing of the application, *see* 49 CFR 1182.2(a)(5). (*See* Appl. 7–13.)

Van Pool asserts that the proposed transaction will not have a material, detrimental impact on the adequacy of transportation services available to the public. (*Id.* at 8.) Van Pool states that DS Bus will continue to provide the same services it currently provides under the same name but will operate as a subsidiary of Van Pool, which is experienced in passenger transportation operations. (*Id.*) Van Pool explains that it is experienced in the same market segments served by DS Bus and that the transaction is expected to result in improved operating efficiencies, increased equipment utilization rates, and cost savings derived from economies of scale, all of which will help ensure the provision of adequate service to the public. (*Id.* at 9.) Van Pool

also asserts that adding DS Bus to its corporate family will enhance the viability of Van Pool's organization and the Applicant Subsidiaries. (*Id.*)

Van Pool claims that neither competition nor the public interest will be adversely affected by the proposed transaction. (*Id.* at 10–12.) Van Pool explains that the market for the transportation services provided by DS Bus is competitive in the areas where it operates. (*Id.* at 12.) Specifically, Applicant states that school bus services are often outsourced under contracts using competitive bidding processes and that competitors of DS Bus include AM Bus Company, First Student, National Express-Durham, North American Central School Bus, and United Quick Transportation. (*Id.*) As to charter services, Van Pool states that DS Bus competes directly with the above-mentioned school bus service providers as well as passenger charter service providers that operate in the same areas as DS Bus. (*Id.*) Applicant further notes that all charter service providers, including DS Bus, compete with other modes of passenger transportation, including rail, low-cost airlines, and passenger transportation network companies. (*Id.*) Van Pool also states that areas in which DS Bus operates are geographically “dispersed” from the service areas of the Affiliate Regulated Carriers and that there is virtually no overlap in the service areas and customer bases among the Affiliate Regulated Carriers and DS Bus. (*Id.*)

Van Pool states that the proposed transaction will increase fixed charges in the form of interest expenses because funds will be borrowed to assist in financing the transaction; however, Van Pool maintains that the increase will not impact the provision of transportation services to the public. (*Id.* at 9.) Van Pool also asserts that it does not expect the transaction to have substantial impacts on employees or labor conditions, and it does not anticipate a measurable reduction in force or changes in compensation levels or benefits at DS Bus. (*Id.* at 10.) Van Pool submits, however, that staffing redundancies could result in limited downsizing of back-office or managerial-level personnel. (*Id.*)

The Board finds that the acquisition as proposed in the application is consistent with the public interest and should be tentatively approved and authorized. If any opposing comments are timely filed, these findings will be deemed vacated, and, unless a final decision can be made on the record as developed, a procedural schedule will be adopted to reconsider the application. *See* 49 CFR 1182.6. If no

<sup>2</sup> In *Van Pool Transportation LLC—Acquisition of Control—Alltown Bus Service, Inc.*, Docket No. MCF 21100, Van Pool filed an application to acquire motor carrier Alltown Bus Service, Inc., and in *Van Pool Transportation LLC—Acquisition of Control—F.M. Kuzmeskus, Inc.*, Docket No. MCF 21099, Van Pool filed an application to acquire motor carrier F.M. Kuzmeskus, Inc. On July 14, 2022, the Board tentatively approved both of those applications. Absent any opposing comments, the authorizations of those transactions will become effective on August 29, 2022.

<sup>3</sup> Further information about the Applicant's corporate structure and ownership can be found in the application. (*See* Appl. 6; *id.* at Ex. B.)

<sup>4</sup> Additional information about DS Bus, including information about operations pursuant to state authority, can be found in the application. (*See id.* at 5–6.)

opposing comments are filed by expiration of the comment period, this notice will take effect automatically and will be the final Board action.

This action is categorically excluded from environmental review under 49 CFR 1105.6(c).

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

It is ordered:

1. The proposed transaction is approved and authorized, subject to the filing of opposing comments.

2. If opposing comments are timely filed, the findings made in this notice will be deemed vacated.

3. This notice will be effective October 4, 2022, unless opposing comments are filed by October 3, 2022. If any comments are filed, Applicant may file a reply by October 17, 2022.

4. A copy of this notice will be served on: (1) the U.S. Department of Transportation, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; (2) the U.S. Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue NW, Washington, DC 20530; and (3) the U.S. Department of Transportation, Office of the General Counsel, 1200 New Jersey Avenue SE, Washington, DC 20590.

Decided: August 15, 2022.

By the Board, Board Members Fuchs, Hedlund, Oberman, Primus, and Schultz.

**Kenyatta Clay,**  
Clearance Clerk.

[FR Doc. 2022-17872 Filed 8-18-22; 8:45 am]

BILLING CODE 4915-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2022-0357]

#### Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection

**AGENCY:** Federal Aviation Administration (FAA), DOT.

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

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval for a new information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on March 18th, 2022. The collection involves

required responses to questions regarding an individual's identity in order to gain access to U.S. Federal Government web applications. The information to be collected will be used to verify the requestor's identity and create a user account.

**DATES:** Written comments should be submitted by September 15, 2022.

**ADDRESSES:** Written comments and recommendations for the proposed 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:

Christopher K. Brimage by email at: [kyle.brimage@faa.gov](mailto:kyle.brimage@faa.gov); phone: 405-596-9143.

#### SUPPLEMENTARY INFORMATION:

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information.

*OMB Control Number:* 2120-XXXX.

*Title:* MyAccess Non-credentialed

User Access Requests.

*Form Numbers:* No forms.

*Type of Review:* New Collection.

*Background:* The **Federal Register**

Notice with a 60-day comment period soliciting comments on the following collection of information was published on March 18th, 2022 (87 FR15487). Uncredentialed users requesting access to web-based applications published by the Federal Aviation Administration or other United States Federal Government entities are required to identify themselves. The proposed collection of information will be used to positively identify the user requesting access and create a user account.

The identification of the requesting user is based on answers provided via a web interface that are matched against sources such as public records, mobile accounts, credit reporting bureaus and other available data. If a positive identification is made some of the collected information is used to create a user account to allow the user access to the requested web application.

*Respondents:* Any un-credentialed individual who requests a user account to access web applications published by

the FAA or other U.S. Federal Government entity that is integrated with the MyAccess program.

*Frequency:* The collection is done one time for each new account request.

*Estimated Average Burden per Response:* ~0.07 hours (~4 minutes).

*Estimated Total Annual Burden:*

~0.07 hours (~4 minutes) per respondent, one time only. There is no recurring annual burden per respondent.

Issued in Oklahoma City, OK, August 16th, 2022.

**Christopher K. Brimage,**

*Information Technology Specialist, Enterprise Search & Integration Services Branch (ADE-330)—Solution Delivery Directorate, AIT, AFN, FAA, USDOT.*

[FR Doc. 2022-17821 Filed 8-18-22; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice of Final Federal Agency Actions on Proposed Highway in California

**AGENCY:** Federal Highway Administration (FHWA), Department of Transportation (DOT).

**ACTION:** Notice of limitation on claims for judicial review of actions by the California Department of Transportation (Caltrans), pursuant to 23 U.S.C., and U.S. Fish and Wildlife Service, National Marine Fisheries Service and U.S. Army Corps of Engineers.

**SUMMARY:** The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans that are final. The actions relate to a proposed highway project, the State Route 84 Real McCoy Fenders and Ramps Replacement Project at post mile 2.49 in Solano County, State of California. Those actions grant licenses, permits, and approvals for the project.

**DATES:** A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before January 16, 2023. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

**FOR FURTHER INFORMATION CONTACT:** For Caltrans: Maxwell Lammert, Environmental Branch Chief, 111 Grand Avenue MS 8B, Oakland, CA 94612, 510-506-9862 (Voice) and email [Maxwell.Lammert@dot.ca.gov](mailto:Maxwell.Lammert@dot.ca.gov).

**SUPPLEMENTARY INFORMATION:** Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and