

Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burden; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. All comments should include the Docket number FHWA–2022–0012.

FOR FURTHER INFORMATION CONTACT:

Melissa Corder, 202–366–5853, Office of Real Estate Services, Federal Highway Administration, Department of Transportation, 1200 New Jersey Ave. SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Temporary Waivers of 49 CFR part 24 Regulatory Requirements.

Background: As Lead Agency for the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), the Federal Highway Administration (FHWA) may issue temporary waivers of specific non-statutory regulatory requirements of 49 CFR part 24 under section 24.7 for its Federal-aid programs. A section 24.7 waiver is needed when programmatic circumstances in a State or on a nationwide basis require alternate procedures be allowed to meet program needs for relocating persons displaced as part of a highway project.

The requests for waiver of some regulatory requirements of 49 CFR part 24 are infrequent, for good cause and occur on a case by case basis to address programmatic or project related nuances or circumstances. The temporary waiver of specific 49 CFR part 24 non-statutory regulatory requirements by FHWA ensures that displaced persons receive the relocation assistance necessary to move to and occupy replacement housing or for a nonresidential displaced person to move to a replacement location.

Use of temporary waivers of specific 49 CFR part 24 regulatory requirements by a State Department of Transportation (SDOT) are voluntary, and requests to implement alternate procedures in accordance with such temporary waivers of specific 49 CFR part 24 regulatory requirements are granted on either a programmatic or case by case project basis as approved by FHWA.

The nominal amount of information the SDOT obtains as part of its use of the temporary waiver is readily available from sources used as part of their normal relocation work, and without cost to the displaced person or

the SDOT. The information is used to document the determination of benefit amounts made by the SDOT to make the monetary needs for successful relocation of a displaced person within their financial means.

Respondents: 52.

Estimated Average Burden per

Response: 15.

Estimated Total Annual Burden: 780.

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

Issued On: April 22, 2022.

Michael Howell,

Information Collection Officer.

[FR Doc. 2022–08982 Filed 4–26–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2022–0011]

Agency Information Collection Activities: Emergency Approval Request

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new 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 May 9, 2022.

ADDRESSES: You may send comments within 10 days to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW, Washington, DC 20503, Attention DOT Desk Officer. You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burden; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. All comments should include the Docket number FHWA–2022–0011.

FOR FURTHER INFORMATION CONTACT:

Jennifer Warren, Office of Safety, 202–366–2201, Federal Highway

Administration, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Safe Streets and Roads for All Grant Program.

Background: The Department of Transportation's Office of the Secretary and the Federal Highway Administration are committed to a comprehensive strategy to address the unacceptable number of traffic deaths and serious injuries occurring on our roads and streets. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), Section 24112 aligns with the Department's safety priority through the creation of the Safe Streets and Roads for All Grant Program. This grant program supports local initiatives to prevent death and serious injury on roads and streets. This grant program is for Metropolitan Planning Organizations, political sub-divisions of a State, federally recognized Tribal governments and multijurisdictional groups of the entities comprised above.

This grant program includes both grant funds to develop a comprehensive safety action plan; to conduct planning, design and development activities for projects and strategies identified in a comprehensive action plan or to carry out projects and strategies identified in a comprehensive action plan. To receive applications for grant funds, evaluate the effectiveness of projects that have been awarded grant fund and to monitor project financial conditions and project progress, a collection of information is necessary.

Eligible applicants will request grant funds in the form of a grant application. This grant application will assist in soliciting proposals for funding from eligible applicants. In addition, reporting requirements will be submitted by grant recipients during the grant agreement, implementation, and evaluation phases.

Responding to the grant opportunity is on a voluntary-response basis, utilizing an electronic grant platform. The grant application is planned as a one-time information collection and OST/FHWA estimates that the application will take approximately 20 hours to complete an application for a comprehensive action plan grant and approximately 100 hours to complete an application for a implementation grant.

Respondents: Metropolitan planning organizations, political subdivisions of a State, federally recognized Tribal

governments and multijurisdictional groups of entities comprised above.

Frequency: Once each year.

Estimated Average Burden per Response: Approximately 20 hours for the comprehensive action plan grants and 100 hours for the implementation grants per respondent.

Estimated Total Annual Burden

Hours: Approximately 120 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the 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 this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; 23 U.S.C. 134 and 135; and 23 CFR chapter 1, subchapter E, part 450.

Dated: April 22, 2022.

Michael Howell,

FHWA Information Collection Officer.

[FR Doc. 2022-08981 Filed 4-26-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2020-0134]

Commercial Driver's License: Tornado Bus Company (Tornado); Application for Exemption

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of final disposition; denial of application for exemption.

SUMMARY: FMCSA announces its decision to deny the exemption request from the Tornado Bus Company (Tornado). Tornado requests an exemption from certain provisions of the Federal Motor Carrier Safety Regulations (FMCSRs) for its drivers who currently hold a Mexican Licencia Federal de Conductor (LFC), and are seeking permanent resident status in the United States through the Department of Homeland Security and have over two years' experience driving in the United States (U.S.) and Mexico. The

exemption would cover general entry-level driver training (ELDT) requirements, required knowledge testing for the commercial driver's license (CDL), required skills testing for the CDL, and requirements for knowledge and skills testing to obtain a CDL passenger endorsement. FMCSA analyzed the exemption application and public comments and determined that the application does not demonstrate that the exemption would likely ensure a level of safety equivalent to or greater than would be achieved absent such exemption.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Clemente, FMCSA Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; 202-366-2722. *MCPSD@dot.gov*. If you have questions on viewing or submitting material to the docket, contact Docket Services, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Viewing Comments and Documents

To view comments, go to *www.regulations.gov*, insert the docket number "FMCSA-2020-0134" in the keyword box, and click "Search." Next, sort the results by "Posted (Newer-Older)," choose the first notice listed, click "Browse Comments."

To view documents mentioned in this notice as being available in the docket, go to *www.regulations.gov*, insert the docket number "FMCSA-2020-0134" in the keyword box, click "Search," and chose the document to review.

If you do not have access to the internet, you may view the docket online by visiting Dockets Operations in Room W12-140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Dockets Operations.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315 to grant exemptions from certain Federal Motor Carrier Safety Regulations (FMCSRs). FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including any safety analyses that have been conducted. The Agency must also provide an opportunity for public comment on the request.

The Agency reviews safety analyses and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level achieved without the exemption (49 CFR 381.305). The decision of the Agency must be published in the **Federal Register** (49 CFR 381.315(b)) with the reasons for denying or granting the application and, if granted, the name of the person or class of persons receiving the exemption, and the regulatory provision from which the exemption is granted. The notice must also specify the effective period (up to 5 years) and explain the terms and conditions of the exemption. The exemption may be renewed (49 CFR 381.300(b)).

III. Background

Current Regulatory Requirements

Under 49 CFR 380.609, as of February 7, 2022, entry-level driver training (ELDT) is required for individuals applying for a Commercial Driver's License (CDL) for the first time; upgrading a current CDL from Class B to Class A; or obtaining a Passenger (P), School bus (S), or Hazardous materials (H) endorsement for the first time. All drivers of commercial motor vehicles (CMVs) requiring a CDL must have the knowledge and skills specified in 49 CFR 383.111 and 383.113, respectively. An applicant for a P endorsement to a CDL must satisfy both the knowledge and skills required by 49 CFR 383.117.

Applicant's Request

Tornado requested an exemption from the following regulatory requirements: 49 CFR 380.609 (General ELDT requirements); 49 CFR 383.111 (Required knowledge); 49 CFR 383.113 (Required skills); and 49 CFR 383.117 (Requirements for passenger endorsement) for its drivers who currently hold an LFC and are seeking permanent resident status in the United States from the Department of Homeland Security. Tornado requested the exemption because it is experiencing a shortage of qualified drivers to support its operation, with adverse effects on its finances.

IV. Method To Ensure an Equivalent or Greater Level of Safety

To ensure an equivalent level of safety, Tornado emphasizes that the operation of its vehicles would not be impacted since all drivers will have over two years of experience driving buses in the U.S. and Mexico. When hired, all Tornado drivers receive training in the U.S., which includes the