

states that Alltown: uses approximately 462 school buses and approximately 325 drivers in providing its services; holds interstate operating authority under FMCSA Docket No. MC–193112; and has a “Satisfactory” USDOT Safety Rating. (*Id.* at 5.) According to the application, all of the issued and outstanding shares of Alltown are held by the Seller, who does not own or control any interstate passenger motor carrier other than Alltown. (*Id.*) Van Pool represents that, through this transaction, it will acquire the issued and outstanding shares of Alltown, the effect of which will be to place Alltown under the control of Van Pool. (*Id.*)

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. 7–12.)

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 7–8.) Van Pool states that Alltown 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 Alltown 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 8.) Van Pool also asserts that adding Alltown 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 9–12.) Van Pool

explains that the school bus transportation market is very competitive in northern Illinois; school bus services are often outsourced under contracts using competitive bidding processes, and there are many school bus services providers in that market area. (*Id.* at 11 (listing multiple competitors.)) As to charter services, which represent “a very small portion of Alltown’s revenue,” Van Pool states that Alltown’s competitors include Aries Charter Transportation, Chicago Classic Coach, Culvers Transportation, Chicago Motor Coach, and several school bus transportation companies, as well as brokers for charter services that operate within the Service Area. (*Id.* at 11.)⁴ Applicant further notes that all charter service providers, including Alltown, compete with other modes of passenger transportation, including rail and passenger transportation network companies. (*Id.* at 11.) Van Pool also notes that the Service Area of Alltown is geographically “dispersed” from the service areas of the Affiliate Regulated Carriers⁵ and states that there is virtually no overlap in the service areas and customer bases among the Affiliate Regulated Carriers and Alltown. (*Id.* at 12.)

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 8.) 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 Alltown. (*Id.* at 9.) 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

⁴ (*See also id.* at 5 (stating that Alltown’s charter services generate less than 7.8% of its aggregate annual revenue, with the interstate portion of those services accounting for less than 0.8%.))

⁵ The service areas of the Affiliate Regulated Carriers are in New England (regions of Massachusetts and New Hampshire) and the Mid-Atlantic (New Jersey and eastern Pennsylvania). (*Id.* at 3–4.)

be adopted to reconsider the application. *See* 49 CFR 1182.6. If no 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.

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 August 29, 2022, unless opposing comments are filed by August 28, 2022. If any comments are filed, Applicant may file a reply by September 12, 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: July 8, 2022.

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

Kenyatta Clay,
Clearance Clerk.

[FR Doc. 2022–15044 Filed 7–13–22; 8:45 am]

BILLING CODE 4915–01–P

TENNESSEE VALLEY AUTHORITY

Agency Information Collection Activities: Submission for OMB Review; Comment Request

AGENCY: Tennessee Valley Authority (TVA).

ACTION: 30-Day notice of submission of information collection reinstatement approval request to OMB.

SUMMARY: Tennessee Valley Authority (TVA) provides notice of submission of this information clearance request (ICR) to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act of 1995 (PRA). The general public and other federal agencies are invited to comment. TVA previously published a 60-day notice of the proposed information collection reinstatement for public review (May 4, 2022) and no comments were received.

DATES: The OMB will consider all written comments received on or before August 15, 2022.

ADDRESSES: Written comments for the proposed information collection reinstatement should be sent within 30 days of publication of this notice to 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.

SUPPLEMENTARY INFORMATION:

Type of Request: Reinstatement, with minor modification, of a previously approved information collection for which approval has expired.

Title of Information Collection: EnergyRight® Program.

OMB Control Number: 3316–0019.

Current Expiration Date: May 31, 2020.

Frequency of Use: On occasion.

Type of Affected Public: Individuals or Households and commercial businesses.

Small Businesses or Organizations Affected: Yes.

Federal Budget Functional Category Code: 455.

Estimated Number of Annual Responses: 33,500.

Estimated Total Annual Burden Hours: 8,650.

Estimated Average Burden Hours per Response: 0.3.

Need For and Use of Information: This information is used by distributors of TVA power to assist in identifying and financing energy improvements for their electrical energy customers.

Rebecca L. Coffey,

Agency Records Officer.

[FR Doc. 2022–14972 Filed 7–13–22; 8:45 am]

BILLING CODE 8120–08–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Maps for Jack Northrup/Hawthorne Municipal Airport, Hawthorne, Los Angeles County, California

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of acceptance of Noise Exposure Maps.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Hawthorne for Jack Northrup/Hawthorne Municipal Airport are in compliance with applicable requirements.

DATES: The effective date of the FAA’s determination on the noise exposure maps is July 8, 2022.

FOR FURTHER INFORMATION CONTACT:

David B. Kessler, AICP, Regional Environmental Protection Specialist, 777 South Aviation Boulevard, El Segundo, California 90045. Telephone 424–405–7315.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Jack Northrup/Hawthorne Municipal Airport are in compliance with applicable requirements, effective July 8, 2022. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as “the Act”), and Title 14, Code of Federal Regulations (CFR) part 150, an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by the City of Hawthorne. The documentation that constitutes the “Noise Exposure Maps” as defined in section 150.7 of part 150 includes: the radar flight tracks (Chapter 2; Exhibit 2C); the existing and future consolidated arrival, departure, local and helicopter flight tracks (Chapter 2; Exhibits 2D, 2E, 2F); the 2020 Noise Exposure Map (Introduction, Exhibit 1) and 2025 Noise Exposure Map (Introduction, Exhibit 2), both depicting the runway location, airport boundaries, and location of noise sensitive public buildings over a land use map of a sufficient scale and quality to discern streets and other identifiable geographic features; the location of the noise monitoring sites (Chapter 2; Table 2H, Exhibit 2J); and the estimates of the number of people residing within the CNEL 65, 70, and 75 dB contours in 2020 and 2025 (Chapter 3; Table 3B,

Table 3D). The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on July 8, 2022.

FAA’s determination on an airport operator’s noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of part 150. Such determination does not constitute approval of the applicant’s data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA’s review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of part 150, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA’s evaluation of the maps are available for examination online at <https://hawthornenoise.airportstudy.net/> as well as the following locations:

Federal Aviation Administration, Los Angeles Airports District Office, 777 South Aviation Boulevard, Suite 150, El Segundo, California 90045
Hawthorne City Hall, 2nd Floor
Engineering Department, 4455 West 126th Street, Hawthorne, California 90250
Hawthorne Airport Administration Office, 12101 Crenshaw Blvd. Suite #300, Hawthorne, California 90250