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SUPPLEMENTARY INFORMATION:

Title: Report by SDLAs on the Annual Number of Entry-Level CDL Applicants and Related Data.

OMB Control Number: 2126-00XX.

Type of Request: New information collection.

Respondents: State Driver Licensing Agencies (SDLAs).

Estimated Number of Respondents: 51 respondents (a report from the SDLA of each State and the District of Columbia).

Estimated Number of Responses: 51 responses.

Estimated Time per Response: 19 hours and 30 minutes.

Form Number: MCSA-5894, "Request for Data to State Driver Licensing Agencies"

Expiration Date: N/A. This is a new information collection.

Frequency of Response: One-time.

Estimated Total Annual Burden: 995 hours (51 respondents × 19 hours and 30 minutes per respondent, rounded).

Background

On July 6, 2012, the President signed legislation titled "Moving Ahead for Progress in the 21st Century Act (MAP-21)." Section 32304 of MAP-21 (49 U.S.C. 31305(c)) provides that the Secretary of Transportation must issue final regulations establishing minimum entry-level training requirements for individuals before obtaining a CDL for the first time or prior to upgrading from one class of CDL to another. The Agency is required to develop instruction and behind-the-wheel training that will be effective in providing entry-level CDL drivers the knowledge and skills they need to operate a commercial motor vehicle safely.

On September 18, 2014, Advocates for Highway and Auto Safety, the International Brotherhood of Teamsters, and Citizens for Reliable and Safe Highways sued FMCSA and DOT in the United States Court of Appeals for the District of Columbia Circuit (Case no. 14-1183). The plaintiffs petitioned for an order of mandamus compelling DOT to publish a final rule on entry-level driver training within 180 days. While as of this date the court has not ruled on the petition, the court could order that a notice of proposed rulemaking (NPRM) and final rule be drafted according to a highly expedited schedule. Obtaining this data would help address this urgent legal issue in a timely manner.

FMCSA has taken numerous steps toward satisfying the section 32304

mandate. The Agency has conducted two public listening sessions in conjunction with industry trade shows and engaged its Motor Carrier Safety Advisory Committee to provide recommendations to support the rulemaking. FMCSA learned that there is not agreement among stakeholders about how to satisfy the statutory mandate.

Next, FMCSA commissioned a neutral convener to analyze the feasibility of conducting a negotiated rulemaking (Reg Neg) to develop the regulations (5 U.S.C. 581-590). Based upon the convener's recommendation, FMCSA, on December 10, 2014, published notice of its intent to establish an Entry-Level Driver Training Advisory Committee (ELDTAC) to negotiate proposed regulations to implement section 32304. On February 12, 2015, the Agency published notice of the first meeting of the ELDTAC, which was held on February 26-27, 2015 (80 FR 7814). The FMCSA is currently engaged in regular negotiations with the ELDTAC expected to go through May 2015 with a target date for publication of an NPRM of October 15, 2015 (*Id.* at 7815).

Despite these efforts and the urgent nature and schedule of the negotiations, FMCSA lacks certain data that is crucial to its efforts to satisfy the MAP-21 mandate—for example, the number of individuals who would require entry-level CDL driver training annually. Given that this rulemaking will likely be considered "significant" within the meaning of E. O. 12988, obtaining this data is crucial to developing an NPRM and the required cost-benefit analysis. The data, combined with other data in the Agency's possession, will also be central to the ability of ELDTAC to build consensus among the various stakeholders.

The only known source of the number of individuals who obtain their first and upgraded CDL each year is the 50 States and the District of Columbia. The only way the Agency can obtain this information is by asking the SDLAs to report it to FMCSA.

Public Comments Invited

The Agency requests emergency processing of this information request valid for 180 days (44 U.S.C. 3507(j)(2)) based on its determination as required under the Paperwork Reduction Act and its implementing regulations as follows: The information collection is "essential" to FMCSA's safety mission: to reduce crashes, injuries, and fatalities involving large trucks and buses (44 U.S.C. 3507(j)(1)(A)(ii), 5 CFR 1320.13(a)(1)(ii)). Expedited review is necessary to minimize public harm that

is reasonably likely to result if normal clearance processes are followed resulting from the operation of trucks and motor coaches by individuals lacking appropriate driver training that would be required by this rulemaking (44 U.S.C. 3507(j)(1)(B)(i), 5 CFR 1320.13(a)(2)(i)). In addition, use of the normal clearance process is reasonably likely to cause a "court-ordered deadline to be missed" (44 U.S.C. 3507(j)(1)(B)(iii), 5 CFR 1320.13(a)(2)(iii)). This ICR is narrowly focused and practical steps have been taken to obtain this information in the past, as described in this notice above to minimize its burden on the SDLAs it would apply to (5 CFR 1320.13(c)).

You are asked to comment on any aspect of this information collection, including:

(1) Whether the proposed collection is necessary for the performance of FMCSA's functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority of 49 CFR 1.87 on March 31, 2015.

G. Kelly Regal,

Associate Administrator for Office of Research and Information Technology.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Limitation on Claims Against Proposed Public Transportation Projects

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: This notice announces final environmental actions taken by the Federal Transit Administration (FTA) for projects in the Cities of San Bernardino and Redlands, CA, and the Cities of Santa Ana and Garden Grove, CA. The purpose of this notice is to announce publicly the environmental decisions by FTA on the subject projects and to activate the limitation on any claims that may challenge these final environmental actions.

DATES: By this notice, FTA is advising the public of final agency actions subject to Section 139(l) of Title 23, United States Code (U.S.C.). A claim seeking judicial review of FTA actions announced herein for the listed public

transportation projects will be barred unless the claim is filed on or before September 3, 2015.

FOR FURTHER INFORMATION CONTACT:

Nancy-Ellen Zusman, Assistant Chief Counsel, Office of Chief Counsel, (312) 353-2577 or Terence Plaskon, Environmental Protection Specialist, Office of Environmental Programs, (202) 366-0442. FTA is located at 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 9:00 a.m. to 5:30 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency actions by issuing certain approvals for the public transportation projects listed below. The actions on the projects, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the projects to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA administrative record for the projects. Interested parties may contact either the project sponsor or the relevant FTA Regional Office for more information on each project. Contact information for FTA's Regional Offices may be found at <http://www.fta.dot.gov>.

This notice applies to all FTA decisions on the listed projects as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA [42 U.S.C. 4321-4375], Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303], Section 106 of the National Historic Preservation Act [16 U.S.C. 470f], and the Clean Air Act [42 U.S.C. 7401-7671q]. This notice does not, however, alter or extend the limitation period for challenges of project decisions subject to previous notices published in the **Federal Register**. The projects and actions that are the subject of this notice are:

1. *Project name and location:* Redlands Passenger Rail Project, Cities of San Bernardino and Redlands, CA. *Project sponsor:* San Bernardino Association of Governments (SANBAG). *Project description:* The proposed project would create new passenger rail operations along an approximately nine-mile corridor from the E Street Station and San Bernardino Transit Center in Downtown San Bernardino to the University of Redlands, east of Downtown Redlands. *Final agency actions:* Section 4(f) determination; Section 106 finding of no adverse effect; project-level air quality conformity; and Final Environmental Impact Statement/

Environmental Impact Report/Record of Decision, dated February 17, 2015.

2. *Project name and location:* Santa Ana-Garden Grove Fixed Guideway Project, Cities of Santa Ana and Garden Grove, CA. *Project sponsor:* City of Santa Ana, in coordination with the Orange County Transportation Authority and City of Garden Grove. *Project description:* The proposed project is an approximately 4.2-mile new streetcar system in Orange County running between the Santa Ana Regional Transportation Center (SARTC) in the City of Santa Ana and a new multimodal center at Harbor Boulevard/Westminster Avenue in the City of Garden Grove. The system includes 24 stations, an overhead contact system and series of traction power substations, and a new operations and maintenance facility near SARTC. *Final agency actions:* Section 4(f) *de minimis* impact determination; Section 106 finding of no adverse effect; project-level air quality conformity; and Finding of No Significant Impact, dated March 10, 2015. *Supporting documentation:* Revised Environmental Assessment/Final Environmental Impact Report, dated January 2015.

Issued on: March 31, 2015.

Lucy Garliauskas,

Associate Administrator Planning and Environment.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Fiscal Years 2012 and 2013 Innovative Safety, Resiliency, and All-Hazard Emergency; Response and Recovery Program Project Selections; Fiscal Years 2013 and 2014 Low or No Emission Vehicle Deployment Program Project Selections; Fiscal Year 2012 Bus Efficiency Enhancements Research and Demonstrations Program Project Selections

AGENCY: Federal Transit Administration, DOT.

ACTION: Announcement of Research Program Project Selections.

SUMMARY: The U.S. Department of Transportation's Federal Transit Administration announces the selection of research projects funded in support of three Notice of Funding Availability, as authorized under the Moving Ahead for Progress in the 21st Century, and prior legislation.

Innovative Safety, Resiliency, and All-Hazard Emergency Response and Recovery Program: The U.S. Department of Transportation's (DOT) Federal Transit Administration (FTA) announces the selection of Innovative Safety, Resiliency, and All-Hazard Emergency Response and Recovery Program (SRER) Program projects (see Table 1) with Fiscal Year (FY) 2012 and FY 2013 appropriations for FTA's Research, Development, Demonstration and Deployment Program. The Consolidated and Further Continuing Appropriations Act, 2012, Public Law 112-55 made \$25,000,000 available to carry out innovative research and demonstrations of national significance under 49 U.S.C. 5312. Of that amount, \$20,800,000 was made available for innovative safety, resiliency, and all-hazards emergency response and recovery demonstration projects of national significance. An additional \$8,200,000 in Section 5312 FY 2013 Research funds was made available for the same purpose for a combined amount of \$29,000,000 in funds was made available from Fiscal Years 2012 and 2013. On October 1, 2013, FTA published a Notice of Funding Availability (NOFA) (78 FR 60369) announcing the availability of funding for SRER. These competitive research program funds will strengthen operational safety of public transportation, help transit systems better withstand natural disasters and other emergencies, and improve emergency response capabilities.

Low or No Emission Vehicle Deployment Program: The U.S. Department of Transportation's (DOT) Federal Transit Administration (FTA) announces the selection of Low or No Emissions Vehicle Deployment Program (LONO) projects (see Table 2) with Fiscal Year (FY) 2013 and FY 2014 appropriations for deployment of low or no emission transit buses. The Moving Ahead for Progress in the 21st Century Act (MAP-21), Public Law 112-141, July 6, 2012, amended 49 U.S.C. 5312 to add a new paragraph (d)(5) authorizing FTA to make grants to finance eligible projects under the LONO Program. The Consolidated and Further Continuing Appropriations Act, 2013, (also referred to as the Full Year Continuing Appropriations Act, 2013) Public Law 113-6, March 26, 2013, made available \$24,900,000 in FY 2013 (after sequestration) funds to carry out the LONO Program. Of that amount, \$21,600,000 was made available for transit buses and \$3,300,000 was made available for supporting facilities and related equipment. The Consolidated