

### III. Basis for Renewing Exemptions

Under 49 U.S.C. 31315(b)(1), an exemption may be granted for no longer than two years from its approval date and may be renewed upon application. In accordance with 49 U.S.C. 31136(e) and 31315, each of the twelve applicants has satisfied the renewal conditions for obtaining an exemption from the hearing requirement (80 FR 57032; 80 FR 60747). In addition, for Commercial Driver's License (CDL) holders, the Commercial Driver's License Information System (CDLIS) and the Motor Carrier Management Information System (MCMIS) are searched for crash and violation data. For non-CDL holders, the Agency reviews the driving records from the State Driver's Licensing Agency (SDLA). These factors provide an adequate basis for predicting each driver's ability to continue to safely operate a CMV in interstate commerce.

The two drivers in this notice remain in good standing with the Agency and have not exhibited any medical issues that would compromise their ability to safely operate a CMV during the previous two-year exemption period. FMCSA has concluded that renewing the exemptions for each of these applicants is likely to achieve a level of safety equal to that existing without the exemption. Therefore, FMCSA has decided to renew each exemption for a two-year period. In accordance with 49 U.S.C. 31136(e) and 31315, each driver has received a renewed exemption.

As of May 8, 2017, Mark Dickson (TX), has satisfied the renewal conditions for obtaining an exemption from the requirement in 49 CFR 391.41(b)(11), from driving CMVs in interstate commerce (80 FR 18697).

The driver was included in FMCSA-2014-0383. The exemption was effective on May 8, 2017, and will expire on May 8, 2019.

As of May 21, 2017, Timothy Gallagher (PA), has satisfied the renewal conditions for obtaining an exemption from the requirement in 49 CFR 391.41(b)(11), from driving CMVs in interstate commerce (78 FR 22768).

The driver was included in FMCSA-2014-0102. The exemption was effective on May 21, 2017, and will expire on May 21, 2019.

### IV. Conditions and Requirements

The exemptions are extended subject to the following conditions: (1) Each driver must report any crashes or accidents as defined in 49 CFR 390.5; and (2) report all citations and convictions for disqualifying offenses under 49 CFR part 383 and 49 CFR 391

to FMCSA. In addition, the driver must also have a copy of the exemption when driving, for presentation to a duly authorized Federal, State, or local enforcement official. The driver is prohibited from operating a motorcoach or bus with passengers in interstate commerce. The exemption does not exempt the individual from meeting the applicable CDL testing requirements. Each exemption will be valid for two years unless rescinded earlier by FMCSA. The exemption will be rescinded if: (1) The person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315.

### V. Conclusion

Based upon its evaluation of the nine exemption applications, FMCSA renews the exemptions of the aforementioned drivers from the hearing requirement in 49 CFR 391.41(b)(11). In accordance with 49 U.S.C. 31136(e) and 31315, each exemption will be valid for two years unless revoked earlier by FMCSA.

Issued on: July 7, 2017.

Larry W. Minor,

Associate Administrator for Policy.

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2017-0002-N-13]

#### Proposed Agency Information Collection Activities; Comment Request

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice and comment request.

**SUMMARY:** Under the Paperwork Reduction Act of 1995 (PRA), this notice announces that FRA is forwarding the Information Collection Request (ICR) abstracted below to the Office of Management and Budget (OMB) for review and comment. The ICR describes the information collection and its expected burden.

**DATES:** Comments must be submitted on or before August 17, 2017.

**ADDRESSES:** Send comments regarding these information collections to the Office of Information and Regulatory Affairs, Office of Management and

Budget, 725 17th Street NW., Washington, DC 20503, Attention: FRA Desk Officer. Comments may also be sent via email to OMB at the following address: [oirq\\_submissions@omb.eop.gov](mailto:oirq_submissions@omb.eop.gov).

**FOR FURTHER INFORMATION CONTACT:** Ms. Kim Toone, Information Collection Clearance Officer, Office of Administration, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Avenue SE., Mail Stop 35, Washington, DC 20590 (Telephone: (202) 493-6132). (This telephone number is not toll free.)

**SUPPLEMENTARY INFORMATION:** The PRA, 44 U.S.C. 3501-3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8, and 1320.10. On April 18, 2017, FRA published a 60-day notice in the **Federal Register** requesting comments on the ICR for which it is now seeking OMB approval. See 82 FR 18341. FRA received no comments in response to that notice.

Before OMB decides whether to approve this proposed collection of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.10. Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b)-(c); 5 CFR 1320.10; see also 60 FR 44978, 44983, Aug. 29, 1995. OMB believes the 30-day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983. Therefore, respondents should submit their comments to OMB within 30 days of publication to best ensure having their full effect.

The summary below describes the ICR and its expected burden. FRA is submitting the new request for clearance by OMB as the PRA requires.

*Title:* Information and Communications Technology Needs Assessment.

*OMB Control Number:* 2130-XXXX.

*Abstract:* The purpose of this information collection is to conduct a needs assessment that will provide information about how the railroading worker population uses information and communications technology (ICT). FRA periodically conducts such assessments of the social, legal, and policy barriers related to its mission. For purposes of this study, ICT is defined as technology and tools that people use to share,

distribute, and gather information, and to communicate with one another, one on one, or in groups. FRA uses ICT to disseminate research findings and to increase awareness of safety education programs and other FRA sponsored innovation projects. The data gathered in this study will help FRA and DOT attain the strategic goal of improving safety in transportation by providing information that will improve and inform their strategic communication dissemination efforts to reach the railroading population more efficiently and successfully.

The proposed study is a needs assessment designed to understand the current state of railroading industry use and application of ICT. As such, this study asks broad questions about ICT. The main objectives of this study are to: (1) Determine how Transportation, Yard and Engineer railroaders use ICT; (2) identify ways to reach this population with future ICT-based education and communication efforts; and (3) develop baseline awareness data for FRA's research, development and technology programs.

*Affected Public:* Railroad Union Members.

*Form(s):* FRA Form 6180.169.

*Total Estimated Annual Responses:* 1,553.

*Total Estimated Annual Burden:* 511 hours.

*Comments are invited on the following:* Whether the proposed collection of information is necessary for FRA to properly perform its functions, including whether the information will have practical utility; the accuracy of FRA's estimates of the burden of the proposed information collections; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collections of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

**Authority:** 44 U.S.C. 3501–3520.

**Sarah L. Inderbitzin,**

*Acting Chief Counsel.*

[FR Doc. 2017–15053 Filed 7–17–17; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### FY17 Competitive Funding Opportunity; Grants for Buses and Bus Facilities Infrastructure Investment Program

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice of funding opportunity (NOFO).

**SUMMARY:** The Federal Transit Administration (FTA) announces the opportunity to apply for approximately \$226.5 million in Fiscal Year (FY) 2017 funds under Grants for Buses and Bus Facilities Infrastructure Investment Program (CFDA#20.526). As required by federal transit law and subject to funding availability, funds will be awarded competitively to assist in the financing of capital projects to replace, rehabilitate, purchase or lease buses and related equipment, and to rehabilitate, purchase, construct or lease bus-related facilities. Projects may include costs incidental to the acquisition of buses or to the construction of facilities, such as the costs of related workforce development and training activities, and project administration expenses. FTA may award additional funds if they are made available to the program prior to the announcement of project selections.

**DATES:** Complete proposals must be submitted electronically through the GRANTS.GOV “APPLY” function by 11:59 p.m. on August 25, 2017. Prospective applicants should initiate the process by registering on the GRANTS.GOV Web site promptly to ensure completion of the application process before the submission deadline. Instructions for applying can be found on FTA's Web site at <http://transit.dot.gov/howtoapply> and in the “FIND” module of GRANTS.GOV. The GRANTS.GOV funding opportunity ID is FTA–2017–004–TPM-Bus. Mail and fax submissions will not be accepted.

**FOR FURTHER INFORMATION CONTACT:** Mark Bathrick, FTA Office of Program Management, 202–366–9955, or [mark.bathrick@dot.gov](mailto:mark.bathrick@dot.gov).

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##### A. Program Description

Section 5339(b) of Title 49, United States Code, as amended by the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114–94, Dec. 4, 2015), authorizes FTA to award funds under the Buses and Bus Facilities Infrastructure Investment Program (Bus and Bus Infrastructure Program) through a competitive process, as described in this notice, for capital projects to replace, rehabilitate, purchase or lease buses and related equipment and to rehabilitate, purchase, construct or lease bus-related facilities.

The purpose of the Bus and Bus Infrastructure Program is to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.

The Bus and Bus Infrastructure Program provides funds to designated recipients that allocate funds to fixed route bus operators, and to States, and local governmental authorities that operate fixed route bus service. FTA also may award grants to eligible recipients for projects to be undertaken by subrecipients that are public agencies or private non-profit organizations engaged in public transportation. In accordance with 49 U.S.C. 5339(b)(2), FTA will “consider the age and condition of buses, bus fleets, related equipment, and bus-related facilities” in selecting projects for funding. FTA may prioritize projects that demonstrate how they will address significant repair and maintenance needs, improve the safety of transit systems, and deploy connective projects that include advanced technologies to connect bus systems with other networks.

##### B. Federal Award Information

Federal transit law at 49 U.S.C. 5338(a)(2)(M) authorizes \$283,600,000 in FY 2017 funds for the Section 5339(b) Bus and Bus Infrastructure Program and the 5339(c) Low or No Emission Grants (Low-No) Program. Of this amount, 0.75 percent, or \$2,127,000, has been reserved for program oversight in accordance with 49 U.S.C. 5338(f)(1)(H). Of the amount available for grants, FTA separately announced the availability of \$55 million for Low-No Grants and is making the remaining \$226,473,000 available through this notice for competitive grants under the Bus and Bus Infrastructure Program.

As required under 49 U.S.C. 5339(b)(5), a minimum of 10 percent of the amount awarded under the Bus and