

demonstrating knowledge of international trade issues.

5. A narrative response of no more than 500 words to the following prompt:

The Biden-Harris Administration is committed to a trade agenda that advances racial equity and supports underserved communities. We will seek advice and recommendations from the ITACs on trade policies that eliminate social and economic structural barriers to equality and economic opportunity. We also will seek advice and recommendations from the ITACs to better understand the projected impact of proposed trade policies on communities of color and underserved communities. Please explain how your knowledge and experience will contribute to these policy objectives.

The Secretary and the U.S. Trade Representative will consider applicants who meet the eligibility criteria based on the following factors: ability to represent the sponsoring U.S. entity or U.S. organization and its subsector's interests on trade matters; knowledge of and experience in trade matters relevant to the work of the ITAC; and ensuring that the ITAC is balanced in terms of points of view, demographics, geography, and entity or organization size.

**Ethan Holmes,**

*Director, Office of Intergovernmental Affairs and Public Engagement, Office of the United States Trade Representative.*

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**BILLING CODE 3390-F2-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2021-0111]

#### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System

Under part 235 of title 49 Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that on December 20, 2021, CSX Transportation, Inc. (CSXT) petitioned the Federal Railroad Administration (FRA) seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA-2021-0111.

*Applicant:* CSXT—Carl A. Walker, Chief Engineer—Communication & Signals, 500 Water Street, Jacksonville, FL 32202

Specifically, CSXT requested approval to discontinue the cab signal system (CSS) on all tracks between CP Anacostia (mile post (MP) CFP-114.7)

and CP Greendale (MP CFP-4.8) between Washington, DC, and Richmond, VA, on the RF&P subdivision. In a clarification letter dated March 30, 2022, CSXT describes the affected trackage to include (1) on the CSXT Capital subdivision in Washington, DC, the tracks include all tracks in both directions between and including CP Anacostia at MP CFP-114.7 to CP M Street at MP CFP-113.8; and (2) on the CSXT RF&P subdivision in Washington, DC, the tracks include all tracks in both directions between and including CP M Street at MP CFP-113.8, to the southbound absolute signals of CP Greendale at MP CFP-4.8 in Richmond, VA. CSXT states that affected railways Virginia Passenger Rail Authority, Virginia Railway Express, and Amtrak have concurred with the proposed change. In support of its request, CSXT states that implementation of the Interoperable Electronic Train Management System Positive Train Control system, without the CSS, will simplify the signal design and improve safety and efficiency of train operations.

A copy of the application, as well as any written communications concerning the application, is available for review online at [www.regulations.gov](http://www.regulations.gov).

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted at <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Communications received by May 27, 2022 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable. Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), the U.S. Department of Transportation (DOT) solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal

information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of regulations.gov.

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety, Chief Safety Officer.*

[FR Doc. 2022-07741 Filed 4-11-22; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Fiscal Year (FY) 2021 Competitive Funding Opportunity: Standards Development for Bus Exportable Power Systems (BEPS)

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

**ACTION:** Notice of funding opportunity.

**SUMMARY:** The Federal Transit Administration (FTA) announces the opportunity to apply for a total of \$1,000,000 of Fiscal Year (FY) 2021 Technical Assistance and Workforce Development Program funds for projects that develop interoperable standards for Bus Exportable Power Systems (BEPS). BEPS enable public transportation agencies, communities, and States to access resilient and flexible power options through bus fleet vehicles during major power disruptions. Communities and States often need options for generating power immediately after natural disasters. BEPS technologies developed under previous FTA research grants may have the ability to address this type of challenge by transforming hybrid electric and fuel cell buses into mobile power generators. The goal of this program is to develop national interoperable BEPS standards—working with FTA, industry stakeholders and technical partners—so that different manufacturers' systems can use the same technology base and applications for BEPS solutions. One or more projects will be competitively selected based on the criteria outlined in this Notice of Funding Opportunity (NOFO).

**DATES:** Complete proposals must be submitted electronically through the [GRANTS.GOV](https://www.grants.gov) "APPLY" function by 11:59 p.m. Eastern time on June 13, 2022.

Prospective applicants should initiate the process by registering on the