obtain extended approval for this proposed information collection.

FOR FURTHER INFORMATION CONTACT: Kevin Osborn, Office of Program Management—Urbanized Area Program Division, 1200 New Jersey Avenue SE, Mail Stop TPM–11, Washington, DC 20590, (202) 366–7519 or *Kevin.Osborn@dot.gov.*

SUPPLEMENTARY INFORMATION: FTA requests public comment on this information collection, including (a) whether the proposed collection of information is necessary for the proper performance of the functions of the agency; (b) the accuracy of the agency's estimate of the burden (including hours and cost); (c) ways for FTA to enhance the quality, utility and clarity of the information collection; and (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection. The summaries below describe the nature of the information collection requirements (ICRs) and the expected burden. The requirements are being submitted for clearance by OMB as required by the PRA.

Title: All Stations Accessibility Program.

OMB Control Number: 2132–New.

Type of Request: Request for emergency approval of an information collection.

Abstract: The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117–58), establishes a new All Stations Accessibility Program (ASAP) to provide Federal competitive grants to assist eligible entities in financing capital and planning projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs, by increasing the number of existing stations or facilities for passenger use that meet or exceed the new construction standards of Title II of the Americans with Disabilities Act of 1990. Funding under this program can be used to repair, improve, modify, retrofit, or relocate infrastructure of legacy stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame, to meet or exceed current ADA standards for buildings and facilities; or planning related to pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to legacy stations or facilities for passenger use.

FTA anticipates using an online, grant management system to collect the following information:

- Legal name of the applicant (*i.e.,* the legal name of the business entity), as well as any other identities under which the applicant may be doing business.
- Address, telephone, and email contact information for the applicant.
- Legal authority under which the applicant is established.
- Name and title of the authorized representative of the applicant (who will attest to the required certifications).
- DOT may also require the identity of external parties involved in preparation of the application, including outside accountants, attorneys, or auditors who may be assisting the business entity that is applying for assistance under this program.
- The specific statutory criteria that the applicant meets for eligibility under this program. The statute defines eligible applicants as state or local government authorities. Accordingly, DOT will require the applicant to identify which of these categories they meet, and how.
- Other identification numbers, including but not limited to the Employer/Taxpayer Identification Number (EIN/TIN), Data Universal Numbering System (DUNS) number, Unique Entity Identifier under 2 CFR part 25, etc. All applicants will be required to have pre-registered with the System for Award Management (SAM) at *https://sam.gov/SAM/.*
- Description of the applicant's business operations, in sufficient detail to demonstrate how the applicant meets the statutory requirement as a municipality or community owned utility.
- Responses to evaluation criteria listed in the Notice of Funding Opportunity.

FTA estimates that it will take applicants approximately 10 hours to complete the application process. FTA estimates that grant recipients will spend another 4 hours, annually, submitting post-award reports. The burden estimate below accounts for the total amount of effort involved.

Respondents: States and Local Government Authority.

Estimated Average Total Annual Respondents: 20.

Estimated Average Total Responses: 40.

Estimated Annual Burden Hours: 280.

Estimated Annual Burden Hours per Respondent: 14 Hours.

Frequency: Annually.

Nadine Pembleton,

Deputy Associate Administrator for Administration, Office of Administration.

[FR Doc. 2022–11860 Filed 6–1–22; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket No. FTA–2022–0012]

Request for Information on Transit Bus Automation Research and Demonstrations

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

ACTION: Request for information.

SUMMARY: The Federal Transit Administration (FTA) continues to research Advanced Driver Assistance Systems (ADAS) and Automated Driving Systems (ADS) in public transportation use cases. In 2018, FTA completed its five-year Strategic Transit Automation Research Plan (STAR Plan). In preparation for the next five-year plan, FTA is issuing this request for information (RFI). This RFI seeks input from public and industry stakeholders on the next phase of research, collaboration and engagement, technology development, and demonstration of ADS or ADAS necessary to improve the safe, efficient, equitable and climate-friendly provision of public transportation and sustain the associated workforce. Comments received through this RFI will provide critical information for FTA to develop STAR Plan 2.0.

DATES: Comments are requested by August 1, 2022. Comments received after the closing date will be considered to the extent practicable.

ADDRESSES: You may file comments identified by docket number FTA–2022–0012 by any of the following methods:

- *Federal eRulemaking Portal:* Go to *https://www.regulations.gov* and follow the online instructions for submitting comments.
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Ave. SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* West Building Ground Floor, Room W12–140, 1200 New Jersey Ave. SE, between 9:00 a.m. and 5:00 p.m. ET, Monday through Friday, except Federal holidays.
- *Fax:* (202) 493–2251.

Note that all comments received will be posted without change to *http://www.regulations.gov,* including any personal information provided.

Privacy Act: Except as provided below, all comments received into the docket will be made public in their entirety. The comments will be searchable by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You should not include information in your comment that you do not want to be made public. You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or at *https://www.transportation.gov/privacy.*

FOR FUTHER INFORMATION CONTACT: Danyell Diggs, Office of Research, Demonstration, and Innovation, (202) 366–1077 or *danyell.diggs@dot.gov.*

SUPPLEMENTARY INFORMATION: In January 2022, Secretary Buttigieg released USDOT's Innovation Principles, which call for experimentation and learning, collaboration, and flexibility to accommodate changing technologies, while serving the Department's policy priorities and supporting workers.[1] A major technology innovation area in surface transportation is the development and commercialization of ADAS and ADS. As a convener and facilitator, USDOT partners with a broad coalition of stakeholders to support the safe development, testing and integration of automated vehicle technologies.[2] Though automation is relatively mature in rail transit operations, the application of ADAS/ADS in transit bus operations continues to lag behind, despite its potential to enhance safety for operators, transit passengers, bicyclists, pedestrians, and those using micro-mobility devices such as scooters.[3]

FTA's transit bus automation research plan has been organized around four complementary work areas: (1) Enabling research; (2) integrated demonstrations; (3) strategic partnerships; and (4) stakeholder engagement, knowledge transfer, and technical assistance. Each work area encompasses several priority topics including, but not limited to, safety, accessibility, workforce impacts, and others. Enabling research explores fundamental questions for the transit industry to understand the costs, benefits, opportunities, and consequences of driver assist and fully automated technologies in the transit industry and implications for safe, accessible, and sustainable operations and maintenance. Integrated demonstrations provide real-world, test-bed studies of market-ready or near market-ready technologies. Demonstrations provide insight into technical performance, user acceptance, and capital and operational costs and aid in the development of standards, policies, and regulatory modernization. Strategic partnerships leverage the research of other agencies for applicability in the transit sphere. Stakeholder engagement involves broad outreach to gather input from diverse stakeholders.

To date, FTA has a number of demonstrations underway and has completed important research studies recommended in the STAR Plan. Information on all activities is available at: *https://www.transit.dot.gov/automation-research.*

Questions for the Public

Automation technologies have evolved and advanced within public transportation since the initial STAR Plan was published in 2018. More changes are expected as the transit industry further invests in automation solutions. To structure input and feedback to FTA on STAR Plan 2.0, please use the corresponding number and heading when providing responses to this request for information:

1. Priority Areas

The STAR Plan 2.0 needs to reassess the priorities and areas of activity for the next five years. Examples may include workforce development, sustainability and climate impacts, guidance for investment or deployment, accessibility, cybersecurity, equity, regulations and standards, and domestic manufacturing market support, among others.

FTA seeks information from stakeholders on:

- What topics should be a priority for FTA's transit bus automation research and demonstrations over the next five years? What specific activities or products should be a priority for FTA within these areas?
- For any priority areas identified, are there activities that stakeholders have undertaken? What were the challenges? Are there specific areas where FTA engagement may be needed?

2. Enabling Research

FTA has completed extensive enabling research, including:

- Market Analysis for Automated Transit Buses and Supporting Systems;
- Automation Policy Review;
- Business Case for Transit Automation;
- Transit Bus Applications of Light and Commercial Vehicle Automation Technology;
- Hazard and Safety Analysis of Automated Transit Bus Applications; and
- Test Facility Requirements for Automated Transit Vehicles;

FTA seeks information from stakeholders on:

- What specific research questions should be addressed by FTA-supported foundational research within the next five years? Possible topic areas for research include, but are not limited to, cybersecurity, equity, standards, and workforce training.

3. Integrated Demonstrations

The STAR Plan currently identifies five integrated demonstrations: Transit Bus Advanced Driver Assistance System (ADAS); Automated Shuttle; Maintenance, Yard, and Parking Operations; Mobility-on-Demand (MOD) Service; and Automated Bus Rapid Transit.

FTA seeks information from stakeholders on:

- Are these demonstration areas still needed? What additional or alternative demonstration areas are a priority?
- What are the biggest successes or challenges to deploying ADAS or ADS technologies for transit?

4. Strategic Partnerships

FTA routinely collaborates with other modal agencies across USDOT and participates in the community of practice to identify cross-cutting technologies with positive applicability for the transit industry.

FTA seeks information from stakeholders on:

- What ADAS/ADS technologies proven in other transportation applications would be useful and applicable to transit use cases? Please be specific and include examples where possible.

5. Stakeholder Engagement and Knowledge Transfer

To drive research into practice, FTA conducts multiple types of stakeholder engagement, including webinars, interviews, convening peer agencies, and presentations at conferences.

FTA seeks information from stakeholders on:

[1] *https://www.transportation.gov/priorities/innovation/us-dot-innovation-principles.*

[2] *https://www.transportation.gov/AV.*

[3] SAE International has defined six levels of driving automation, ranging from L0 (no driving automation) to L5 (full driving automation: *https://www.sae.org/standards/content/j3016_202104/. ADAS is generally categorized as L2–L3 while ADS is L4–L5.*

○ Are FTA's methods of stakeholder engagement sufficient? What other methods should FTA consider?

6. Workforce

Automation will not replace transit bus operators in the foreseeable future, nonetheless, transit bus automation and automated features will impact the transit workforce, including bus operators, maintenance workers, and the domestic supply chain, including bus manufacturers.

FTA seeks information from stakeholders on:

○ What activities have agencies undertaken to understand and prepare for the impacts of automation on their workforce? Please be specific and include examples where possible.

○ What types of new skills, training, and resources may be required for transit workforce development and transition?

○ What specific areas of workforce-related research should FTA consider?

○ What types of resources could FTA provide to help agencies and their workers adopt transit bus automation?

Please note, this RFI will serve as a planning document. The RFI should not be interpreted as policy, a solicitation for applications, or an obligation on the part of the Government.

Nuria I. Fernandez,

Administrator.

[FR Doc. 2022–11782 Filed 6–1–22; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2022–0063]

Pipeline Safety: Potential for Damage to Pipeline Facilities Caused by Earth Movement and Other Geological Hazards

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice; issuance of updated advisory bulletin.

SUMMARY: PHMSA is issuing this updated advisory bulletin to remind owners and operators of gas and hazardous liquid pipelines, including supercritical carbon dioxide pipelines, of the potential for damage to those pipeline facilities caused by earth movement in variable, steep, and rugged terrain and terrain with varied or changing subsurface geological conditions. Additionally, changing weather patterns due to climate change, including increased rainfall and higher temperatures, may impact soil stability in areas that have historically been stable. These phenomena can pose a threat to the integrity of pipeline facilities if those threats are not identified and mitigated. Owners and operators should consider monitoring geological and environmental conditions, including changing weather patterns, in proximity to their facilities.

FOR FURTHER INFORMATION CONTACT: Mary McDaniel at 202–366–4595 or *Mary.McDaniel@dot.gov.*

SUPPLEMENTARY INFORMATION:

I. Background

The purpose of this updated advisory bulletin is to remind owners and operators of gas and hazardous liquid pipelines, particularly those with facilities located onshore or in inland waters, about the serious safety-related issues that can result from earth movement and other geological hazards. Additionally, changing weather patterns due to climate change may result in heavier than normal rainfall and increased temperatures causing soil saturation and flooding or soil erosion. Either phenomenon may adversely impact the stability of soil surrounding or supporting nearby pipeline facilities. The United States Geological Survey (USGS) is a resource for pipeline owners and operators in evaluating earth movement vulnerabilities of pipeline facilities.

Gas and hazardous liquid pipelines are required to be designed to withstand external loads including those that may be imposed by geological forces. Specifically, gas pipelines must be designed in accordance with 49 CFR 192.103 and hazardous liquid pipelines must be designed in accordance with 49 CFR 195.110. To comply with these regulations, the design of new pipelines, including repairs or replacement, must consider the load that may be imposed by geological forces.

Once operational, § 192.317(a) states that for gas transmission and part 192-regulated gathering pipelines ''[t]he operator must take all practicable steps to protect each transmission line or main from washouts, floods, unstable soil, landslides, or other hazards that may cause the pipeline to move or to sustain abnormal loads. In addition, the operator must take all practicable steps to protect offshore pipelines from damage by mudslides, water currents, hurricanes, ship anchors, and fishing operations.'' This advisory bulletin addresses those protective requirements associated with damage caused by geological factors.

In addition, § 192.705 requires operators of gas transmission lines, and applicable gas gathering lines, to have a patrol program to observe surface conditions on and adjacent to the pipeline right-of-way for indications of leaks, construction activity, and other factors affecting safety and operation. The frequency of these patrols must be based upon the size of the line, operating pressures, class locations, terrain, seasonal weather conditions, and other relevant factors. One of the primary reasons for this patrol requirement is to monitor geological movement, both slowly occurring and acute changes, which may affect the current or future safe operation of the pipeline.

Furthermore, for applicable gas pipelines § 192.613(a) states that ''each operator shall have a procedure for continuing surveillance of its facilities to determine and take appropriate action concerning changes in class location, failures, leakage history, corrosion, substantial changes in cathodic protection requirements, and other unusual operating and maintenance conditions.'' Section 192.613(b) further states that ''[i]f a segment of pipeline is determined to be in unsatisfactory condition but no immediate hazard exists, the operator shall initiate a program to recondition or phase out the segment involved, or, if the segment cannot be reconditioned or phased out, reduce the maximum allowable operating pressure in accordance with § 192.619(a) and (b).''

For hazardous liquid pipelines, § 195.401(b)(1) states that ''[w]henever an operator discovers any condition that could adversely affect the safe operation of its pipeline system, it must correct the condition within a reasonable time. However, if the condition is of such a nature that it presents an immediate hazard to persons or property, the operator may not operate the affected part of the system until it has corrected the unsafe condition.'' Section 195.401(b)(2) further states that ''[w]hen an operator discovers a condition on a pipeline covered under [the integrity management requirements in] § 195.452, the operator must correct the condition as prescribed in § 195.452(h).'' Land movement, soil instability due to saturation, severe flooding, river scour, and river channel migration are the types of conditions that can adversely affect the safe operation of a pipeline and require corrective action under §§ 192.613(a) and 195.401(b). Additional guidance for identifying risk factors and mitigating natural force