

driving, for presentation to a duly authorized Federal, State, or local enforcement official. The exemption will be rescinded if: (1) The person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was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(b).

#### VI. Preemption

During the period the exemption is in effect, no State shall enforce any law or regulation that conflicts with this exemption with respect to a person operating under the exemption.

#### VI. Conclusion

Based upon its evaluation of the 91 exemption applications, FMCSA renews the exemptions of the aforementioned drivers from the vision requirement in § 391.41(b)(10), subject to the requirements cited above. In accordance with 49 U.S.C. 31136(e) and 31315(b), each exemption will be valid for 2 years unless revoked earlier by FMCSA.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2022-00148 Filed 1-7-22; 8:45 am]

BILLING CODE 4910-EX-P

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2022-0001]

#### Establishment of an Emergency Relief Docket for Calendar Year 2022

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

**ACTION:** Notice of establishment of public docket.

**SUMMARY:** This Notice announces the establishment of FRA's emergency relief docket (ERD) for calendar year 2022. The designated ERD for calendar year 2022 is docket number FRA-2022-0001.

**ADDRESSES:** See the **SUPPLEMENTARY INFORMATION** section for further information regarding submitting petitions and/or comments to docket number FRA-2022-0001.

**SUPPLEMENTARY INFORMATION:** On May 19, 2009, FRA published a direct final rule establishing ERDs and the procedures for handling petitions for emergency waivers of safety rules, regulations, or standards during an emergency situation or event. 74 FR 23329. That direct final rule became

effective on July 20, 2009 and made minor modifications to 49 CFR 211.45 in FRA's Rules of Practice in 49 CFR part 211. Section 211.45(b) provides that each calendar year FRA will establish an ERD in the publicly accessible DOT docket system (available at [www.regulations.gov](http://www.regulations.gov)). Section 211.45(b) further provides that FRA will publish a notice in the **Federal Register** identifying by docket number the ERD for that year. FRA established the ERD and emergency waiver procedures to provide an expedited process for FRA to address the needs of the public and the railroad industry during emergency situations or events. This Notice announces the designated ERD for calendar year 2022 is docket number FRA-2022-0001.

As detailed in § 211.45, if the FRA Administrator determines an emergency event as defined in 49 CFR 211.45(a) has occurred, or that an imminent threat of such an emergency occurring exists, and public safety would benefit from providing the railroad industry with operational relief, the emergency waiver procedures of 49 CFR 211.45 will go into effect.<sup>1</sup> In such an event, the FRA Administrator will issue a statement in the ERD indicating the emergency waiver procedures are in effect and FRA will make every effort to post the statement on its website at [railroads.dot.gov](http://railroads.dot.gov). Any party desiring relief from FRA regulatory requirements as a result of the emergency should submit a petition for emergency waiver under 49 CFR 211.45(e) and (f). Specific instructions for filing petitions for emergency waivers under 49 CFR 211.45 are found at 49 CFR 211.45(f). Specific instructions for filing comments in response to petitions for emergency waivers are at 49 CFR 211.45(h).

#### Privacy

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), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any

<sup>1</sup> Given the ongoing nature of the coronavirus disease 2019 (COVID-19) pandemic, FRA considers the FRA Administrator's March 13, 2020, emergency declaration in docket number FRA-2020-0002 to be in effect until it is specifically rescinded by the Administrator. See <https://www.regulations.gov/document?D=FRA-2020-0002-0002>. However, any new requests for relief related to COVID-19 should be submitted to the 2022 ERD (FRA-2022-0001).

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 [www.transportation.gov/privacy](http://www.transportation.gov/privacy). See also <https://www.regulations.gov/privacy-notice> for the privacy notice of [regulations.gov](http://www.regulations.gov).

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2022-00166 Filed 1-7-22; 8:45 am]

BILLING CODE 4910-06-P

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Docket No. DOT-OST-2021-0167]

#### Agency Information Collection Activities: Renewed Approval of Information Collection

**AGENCY:** Office of the Secretary (OST), DOT.

**ACTION:** 60-Day notice and request for comments.

**SUMMARY:** The Department of Transportation (DOT) invites public comments on our intention to request Office of Management and Budget (OMB) approval for an information collection in accordance with the requirements of the Paperwork Reduction Act of 1995. The collection is necessary for administration of the "Discretionary Grants for Nationally Significant Multimodal Freight and Highway Projects (INFRA) Program". INFRA grants support surface transportation infrastructure projects that have a significant local or regional impact.

**DATES:** Written comments should be submitted by March 11, 2022.

**ADDRESSES:** To ensure that you do not duplicate your docket submissions, please submit them by only one of the following means:

- **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:** West Building, Ground Floor, Room W-12-140, 1200 New Jersey Ave. SE, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

*Instructions:* To ensure proper docketing of your comment, please include the agency name and docket number [DOT–OST–2021–0167] at the beginning of your comments. All comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

**FOR FURTHER INFORMATION CONTACT:** For further information regarding this notice, please contact the Office of the Secretary via email at [INFRAgrants@dot.gov](mailto:INFRAgrants@dot.gov), or call Paul Baumer at (202) 366–1092.

**SUPPLEMENTARY INFORMATION:** New Collection. OMB number will be issued after the collection is approved.

*Title:* Discretionary Grants for Nationally Significant Multimodal Freight and Highway Projects (INFRA) Program.

*Form Numbers:* None.

*Type of Review:* New Information Collection Request (ICR).

*Background:* The Office of the Secretary (OST) within the Department of Transportation (DOT) provides financial assistance to State and local Governments, including U.S. territories, tribal Governments, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local Governments through the Nationally Significant Freight and Highway Projects Program, which was established

in the Fixing American’s Surface Transportation Act of 2015 (“FAST ACT”), Public Law 114–94 § 1105, and continued in the Infrastructure Investment and Jobs Act of 2021. The Office of the Secretary of Transportation (“OST”) is referring to these grants as “FASTLANE” or “INFRA” Discretionary Grants, depending on the year of award. The purpose of each program is to advance projects that will have a significant impact on the Nation, metropolitan area or a region.

This notice seeks comments on the proposed information collection, which will collect information necessary to support the ongoing oversight and administration of previous awards, the evaluation and selection of new applications, and the funding agreement negotiation stage for new awards.

The reporting requirements for the program is as follows:

To be considered to receive a INFRA grant, a project sponsor must submit an application to DOT containing a project narrative, as detailed in the Notice of Funding Opportunity. The project narrative should include the information necessary for the Department to determine that the project satisfies eligibility requirements as warranted by law.

Following the announcement of a funding award, the recipient and DOT will negotiate and sign a funding agreement. In the agreement, the

recipient must describe the project that DOT agreed to fund, which is the project that was described in the INFRA application or a reduced-scope version of that project. The agreement also includes a project schedule, budget, and project-related climate change and equity planning and policies.

During the project monitoring stage, grantees will submit reports on the financial condition of the project and the project’s progress. Grantees will submit progress and monitoring reports to the Government on a quarterly basis until completion of the project. The progress reports will include an SF–425, Federal Financial Report, and other information determined by the administering DOT Operating Administration. This information will be used to monitor grantees’ use of Federal funds, ensuring accountability and financial transparency in the INFRA program.

For the purposes of estimating the information collection burden below for new applicants and awardees, the Department is assuming that for each year 2022–2024, the Department will review approximately 250 applications in Year 1, negotiate 35 funding agreements in Year 2, and begin quarterly project monitoring for 35 projects in Year 3. For a new applicant in 2022, their burden will be 100 hours in 2022, 6 hours in 2023, and 20 hours in 2024. See Table 1 below:

TABLE 1

Respondent	Year 1 (2022)		Year 2 (2023)		Year 3 (2024)		Total
	Hours	Frequency	Hours	Frequency	Hours	Frequency	
2022 Applicant (250) .....	100	1	.....	.....	.....	.....	25,000
2022 Awardee (35) .....	.....	.....	–6	1	.....	.....	210
2022 Recipient (35) .....	.....	.....	.....	.....	5	4	700
2023 Applicant (250) .....	.....	.....	100	1	.....	.....	25,000
2023 Awardee (35) .....	.....	.....	.....	.....	6	1	210
2023 Recipient (35) .....	.....	.....	.....	.....	.....	.....	.....
2024 Applicant (250) .....	.....	.....	.....	.....	100	1	25,000
2024 Awardee (35) .....	.....	.....	.....	.....	.....	.....	.....
2024 Recipient (35) .....	.....	.....	.....	.....	.....	.....	.....

This Notice is separately estimating the information collection burden for projects awarded from 2016–2021. Approximately 60 of these projects are in the project monitoring phase in Year 1, while 40 projects are still negotiating funding agreements. In Year 2,

approximately 30 of these projects will begin project monitoring, while approximately 20 projects will cease reporting once their projects are completed. In Year 3, 10 projects will begin project monitoring while 20 projects will cease reporting. The

individual burden for a project awarded from 2016–2021 will depend on when they were selected, when they completed negotiation of their funding agreement, and when their project reaches completion. See Table 2 below:

Respondent	Year 1			Year 2			Year 3			Total
	Number	Hrs	Freq	Number	Hrs	Freq	Number	Hrs	Freq	
2016–2021 Awardee .....	40	4	1	10	4	1	0	4	1	200
2016–2021 Recipient .....	60	5	4	70	5	4	60	5	4	3800

Respondent	Year 1			Year 2			Year 3			Total
	Number	Hrs	Freq	Number	Hrs	Freq	Number	Hrs	Freq	
2016–2021 Project Closed .....	0	0	0	20	0	0	40	0	0	.....

The Department’s estimated burden for this information collection is the following:

*For New Applications*

*Expected Number of Respondents:* Approximately 250 per year.

*Frequency:* Once.

*Estimated Average Burden per Response:* 100 hours for each new Application.

*For Funding Agreements*

*Expected Number of Respondents:* Approximately 35 in Year 1, 2 and 3.

*Frequency:* Once.

*Estimated Average Burden per Response:* 6 hours for each new Funding Agreement.

*For Project Monitoring*

*Expected Number of Respondents:* Approximately 60 in Year 1, 70 in Year 2, 80 in Year 3.

*Frequency:* Quarterly.

*Estimated Average Burden per Response:* 5 hours for each request for Quarterly Progress and Monitoring Report.

*Estimated Total 3-Year Burden on Respondents:* 79,700 hours. (New Applicants [75,000 hrs], New Awardees/ Recipients [700 hrs] + Prior Awardees/ Recipients [4000 hrs]).

The following is detailed information and instructions regarding the specific reporting requirements for each report identified above:

**Application Stage**

To be considered to receive a INFRA grant, a project sponsor must submit an application to DOT containing a project narrative, as detailed in the Notice of Funding Opportunity. The project narrative should include the information necessary for the Department to determine that the project satisfies eligibility requirements.

Applications must be submitted through [www.Grants.gov](http://www.Grants.gov). Instructions for submitting applications can be found at <https://www.transportation.gov/buildamerica/infragrants>. The application must include the Standard Form 424 (Application for Federal Assistance), Standard Form 424C (Budget Information for Construction Programs), cover page, and the Project Narrative.

The application should include a table of contents, maps, and graphics, as appropriate, to make the information

easier to review. The Department recommends that the application be prepared with standard formatting preferences (*i.e.*, a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). The project narrative may not exceed 25 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 25-page limit are documents supporting assertions or conclusions made in the 25-page project narrative. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. At the applicant’s discretion, relevant materials provided previously to a modal administration in support of a different USDOT financial assistance program may be referenced and described as unchanged.

OST estimates that it takes approximately 100 person-hours to compile an application package for a INFRA application. Since OST expects to receive 250 applications per funding round, the total hours required are estimated to be 25,000 hours (100 hours × 250 applications = 25,000 hours) on a one-time basis, per funding round.

**Funding Agreement Stage**

DOT enters a funding agreement with each recipient. In the agreement, the recipient describes the project that DOT agreed to fund, which is typically the project that was described in the INFRA application or a reduced-scope version of that project. The agreement also includes a project schedule, budget, and project related climate change and equity planning and policies.

OST estimates that it takes approximately 6 person-hours to respond to provide the information necessary for funding agreements. Based on previous rounds of INFRA awards, OST estimates that there will likely be 35 agreements negotiated per additional funding round. The total hours required are estimated to be 120 (6 hours × 35 agreements = 210 hours) on a one-time basis, per funding round.

**Project Monitoring Stage**

OST requires each recipient to submit quarterly reports during the project to ensure the proper and timely expenditure of Federal funds under the grant.

The requirements comply with 2 CFR part 200 and are restated in the funding agreement. During the project monitoring stage, the grantee will complete Quarterly Progress Reports to allow DOT to monitor the project budget and schedule.

OST estimates that it takes approximately 5 person-hours to develop and submit a quarterly progress report. OST expects approximately 35 projects to be awarded per funding round, while grants awarded in prior years will reach completion during the year and would no longer need to submit these reports. OST expects recipients and awardees from 2016–2021 will require 3800 hours to submit project monitoring reports while new recipients and awardees will require 700 hours from 2022–2024.

*Authority:* The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued in Washington, DC.

**John Augustine,**

*Director of the Office of Infrastructure Finance and Innovation, Office of the Under Secretary for Transportation Policy.*

[FR Doc. 2022–00135 Filed 1–7–22; 8:45 am]

**BILLING CODE 4910–9X–P**

**DEPARTMENT OF THE TREASURY**

**Internal Revenue Service**

**Proposed Extension of Information Collection Request Submitted for Public Comment; Comment Request for Form 8882**

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Notice and request for comments.

**SUMMARY:** The Internal Revenue Service, as part of its continuing effort to reduce paperwork and respondent burden, invites the public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995. Currently, the IRS is