

program-wide basis. FTA selected projects to include all significant technologies within a centrally-managed program. By granting a waiver for the entire program, FTA can decrease the start-up time for individual projects. Otherwise, each project would have to apply for waivers on a case-by-case basis. This is impractical in a research setting. Research projects often encounter unexpected problems that require changes to the scope of work. The continued development of Fuel Cell technology will result in more choices for FTA grantees and better, more environmentally friendly, buses for the riding public. Successful demonstrations through the Fuel Cell Bus Program will increase awareness of fuel cell technology and foster a domestic industry by identifying and mitigating barriers and uncertainties in the market. A limited waiver to support research and development would increase and improve domestic technical expertise. Moreover, a fully-inclusive public interest waiver will allow Fuel Cell Bus Program participants to collaborate to achieve the program goals in an appropriate timeframe. By reducing risk and expanding expertise, the Fuel Cell Bus Program will improve the availability of capital for a self-sustaining domestic fuel cell industry.

For the foregoing reasons, FTA proposes to waive its Buy America requirements for all projects funded through its Fuel Cell Bus Program. Quick and successful deployment of fuel cell bus technology and infrastructure is in the public interest. Fuel cell technology will benefit the environment by lessening carbon emissions, decreasing the use of petroleum and other fossil fuels. Allowing foreign technologies will allow the project teams to focus on commercial viability instead of having to make fundamental advances independent of existing technology. Ultimately, this will lead to increased domestic demand for fuel cell bus technology and infrastructure, resulting in a sustainable U.S. market.

FTA seeks comment from all interested parties. Please submit comments by May 29, 2008. Late-filed comments will be considered to the extent practicable.

Issued this 15th day of May, 2008.

Severn E.S. Miller,
Chief Counsel.

[FR Doc. E8-11403 Filed 5-21-08; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Availability of Fiscal Year 2008 Clean Fuels Grant Program Funds: Solicitation of Project Proposals

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: The U.S. Department of Transportation (DOT) Federal Transit Administration (FTA) announces the availability of funds in Fiscal Year (FY) 2008 for the Discretionary Clean Fuels Grant Program, authorized by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (SAFETEA-LU). The Clean Fuels Grant Program makes funds available to assist non-attainment or maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone or carbon monoxide (CO). Additionally, the program supports emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies. The authorizing legislation allows for the Secretary of Transportation to make awards under this program at her discretion in non-attainment or maintenance areas for ozone or CO.

In FY 2008, \$49,000,000 was available for the discretionary Clean Fuels Grant program; \$20,247,000 of the available funding was earmarked to specific projects authorized in SAFETEA-LU. The \$28,753,000 of Clean Fuels Grant program funding that was unallocated in FY 2008 remains available for discretionary award.

This announcement is available on the Internet on the FTA Web site at: <http://www.fta.dot.gov>. FTA will announce final selections on the Web site and in the **Federal Register**. A synopsis of this announcement will be posted in the FIND module of the government-wide electronic grants Web site at <http://www.grants.gov>. Proposals may be submitted to FTA electronically at cfnofa@dot.gov or through the GRANTS.GOV "APPLY" function. Those who apply via e-mail at cfnofa@dot.gov should receive a confirmation e-mail within 2 business days.

DATES: Complete proposals for the Clean Fuels Grant Program must be submitted by July 21, 2008. The proposals must be submitted electronically through the GRANTS.GOV Web site or via e-mail at cfnofa@dot.gov. Anyone intending to apply electronically through GRANTS.GOV should initiate the

process of registering on the GRANTS.GOV site immediately to ensure completion of registration before the deadline for submission. FTA will announce grant selections in the **Federal Register** when the selection process is complete.

ADDRESSES: Supplemental information that cannot be submitted electronically may be submitted to the appropriate Regional Office (See Appendix A).

FOR FURTHER INFORMATION CONTACT: Contact the appropriate FTA Regional Office for general program information (Appendix A). For application-specific information and issues, contact Kimberly Sledge, Office of Transit Programs, (202) 366-2053, E-mail: kimberly.sledge@dot.gov or Henrika Buchanan-Smith, (202) 366-4020, E-mail: henrika.buchanan-smith@dot.gov. A TDD is available at 1-800-877-8339 (TDD/FIRS).

SUPPLEMENTARY INFORMATION

Table of Contents

- I. Funding Opportunity Description
- II. Award Information
- III. Eligibility Information
- IV. Application and Submission Information
- V. Application Review, Selection, and Notification
- VI. Award Administration
- Appendix A FTA Regional Offices

I. Funding Opportunity Description

A. Authority

The program is authorized under Section 5308(b) of SAFETEA-LU, Pub. L. 109-59, August 10, 2005.

"The Secretary shall make grants in accordance with this section to recipients to finance eligible projects."

B. Background

The program was first established as the Clean Fuels Formula Grant Program in Section 3008 of the Transportation Equity Act for the 21st Century, Pub. L. 105-178, June 9, 1998. The program was developed to assist non-attainment or maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and CO. Additionally, the program supported emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies. Although the program was authorized as a formula grant program, Congress did not allocate funds to the program. SAFETEA-LU changed the Clean Fuels Program from a formula based grant program to a discretionary grant program. However, the program retained its initial purpose.

II. Award Information

In FY 2008, \$28,753,000 in Clean Fuels Program funds are available to fund capital projects in areas that are maintenance or non-attainment for ozone or CO. These funds are available at up to 90 percent of the net incremental of the clean fuels component.

III. Eligibility Information

A. Eligible Applicants

Eligible applicants under this program are designated recipients, which are entities designated to receive Federal urbanized formula funds under 49 U.S.C. 5307. Areas with multiple transit operators but one designated recipient should submit a consolidated proposal.

B. Eligible Expenses

SAFETEA-LU grants authority to the Secretary to make grants under this section to assist recipients to finance eligible projects such as the following:

(1) Purchasing or leasing clean fuel buses, including buses that employ a lightweight composite primary structure and vans for use in revenue service. The purchase or lease of non-revenue vehicles is not an eligible project. A definition of "clean fuel" vehicles can be found in the Clean Fuel Grant Program Regulation at 49 CFR 624.3.

(2) Constructing or leasing clean fuel bus facilities or electrical recharging facilities and related equipment. Facilities and related equipment for clean diesel buses are not eligible.

(3) Projects relating to clean fuel, biodiesel, hybrid electric, or zero emissions technology buses that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies.

Funds made available under this program cannot be used to fund operating expenses or preventive maintenance. Funds made available under this program cannot be used to reimburse projects that have incurred prior eligible expenses without a Letter of No Prejudice (LONP) issued by FTA for the project before the costs are incurred.

C. Cost Sharing or Matching

Costs will be shared at the following ratio: 90 percent FTA/10 percent local contribution for net incremental cost of the clean fuels component or 83 percent FTA/17 percent local contribution for the total project cost when purchasing vehicles. The Federal share for biodiesel buses is 90 percent/10 percent local share of the total project cost. FTA will not approve deferred local share under this program.

IV. Application and Submission Information

A. Proposal Submission Process

Project proposals may be submitted electronically through <http://www.grants.gov> or by e-mail electronically at cfnoja@dot.gov. Mail and fax submissions will not be accepted except for supplemental information that cannot be sent electronically.

Applicants can only apply for funds appropriated for the 2008 fiscal year. However, an applicant may propose a project that would expend money over multiple years. The project, however, should be ready to implement and should be completed in a reasonable period of time. In sum, the period of performance of the award is separate from the year of funds of the award.

B. Application Content

(1) Applicant Information

This addresses basic identifying information, including:

- i. Applicant name,
- ii. Contact information (including contact name, address, fax and phone number,
- iii. Description of services provided by the agency, including areas served, and
- iv. Existing fleet, facility and employee information, and
- v. A description of your technical, legal, and financial capacity to implement the proposed project.

(2) Project Information

Every proposal must:

- i. Describe the project to be funded and include with the proposal any necessary supporting documentation. Example: Information on the age of the current fleet, Metropolitan Planning Organization (MPO) concurrence letters, population forecasts, ridership information.
- ii. Address each of the evaluation criteria separately.
- iii. Describe why the project is important to the area and how the project addresses local priorities.
- iv. Provide a line item budget for the project.
- v. Provide the Federal amount requested for each purpose for which funds are sought.
- vi. Document matching funds, including amount and source of the match.
- vii. Provide project time-line, including significant milestones such as date or contract for purchase of vehicle(s), actual or expected delivery date of vehicles and contract award and completion of facility improvements.

C. Funding Restrictions

Only proposals from eligible recipients for eligible activities will be considered for funding (see Section III). Due to funding limitations, applicants that are selected for funding may receive less than the amount requested.

D. Other Submission Requirements

Applicants should submit 3 copies of any supplemental information that cannot be submitted electronically to the appropriate regional office. Supplemental information submitted in hardcopy must be postmarked by July 21, 2008.

V. Application Review Information

A. Project Evaluation Criteria

Projects will be evaluated according to the following criteria:

(1) Demonstrated Need

- i. Project represents a one-time or periodic need that cannot reasonably be funded from formula allocations or State and/or local revenues.
- ii. Project or applicant did not receive funding in a SAFETEA-LU earmark.
- iii. The project will have a positive impact on air quality.
- iv. The project is consistent with the applicant's bus fleet management plan.
- v. The project is a transportation control measure in an approved State Implementation Plan.

(2) Planning and Prioritization at Local/Regional Level

- i. Project is consistent with the transit priorities identified in the long range plan and/or contingency/illustrative projects. The project could not be included in the financially constrained Transportation Improvement Plan (TIP)/Statewide Transportation Program (STIP) due to lack of funding (if selected, project must be on TIP before grant award).
- ii. Local support is demonstrated by availability of local match for this and/or related projects and letters of support.
- iii. In an area with more than one transit operator, the application demonstrates coordination with and support of other transit operators, or other related projects within the applicant's MPO or the geographic region within which the proposed project will operate.

(3) The Project Is Ready To Implement

- i. Any required environmental work has been initiated for construction projects requiring an Environmental Assessment (EA).
- ii. Implementation plans are ready, including initial design of facilities projects.

iii. TIP/STIP can be amended (evidenced by MPO/State endorsement).

vi. Project can be obligated and implemented quickly, if selected.

(4) The applicant demonstrates the benefits of the proposed project in reducing transportation related pollutants.

(5) The proposed project supports emerging clean fuels technologies or advanced technologies for transit buses.

(6) The applicant demonstrates the technical, legal, and financial capacity to carry out the project. This criterion refers to implementation of the particular project proposed.

i. The applicant has the technical capacity to administer the project.

ii. The acquisition is consistent with the bus fleet management plan.

iii. There are no outstanding legal, technical, or financial issues with the grantee that would make this a high risk project.

iv. Source of local match is identified and is available for prompt project implementation if selected (no deferred local share will be allowed).

B. Review and Selection Process

Proposals will first be screened and ranked by the appropriate FTA regional office (see Appendix A). After evaluating the projects based on the established criteria, the headquarters review team will provide a recommendation to the FTA Administrator. The Administrator will determine the final selection and amount of funding for each project.

FTA will publish the list of all selected projects and funding levels in the **Federal Register**. Regional offices will also notify successful applicants of their success and the amount of funding awarded to the project.

VI. Award Administration Information

A. Award Notices

FTA will screen all proposals to determine whether all required eligibility elements, as described in III "Eligibility Information" are present. Once proposals have been reviewed and projects have been selected, FTA will award funds to the lead project sponsor to implement the project. These grants will be administered and managed by the FTA regional offices in accordance with the federal requirements of the Section 5308 program. FTA will award funding to successful applicants through a grant in FTA's TEAM grant management system.

B. Administrative and National Policy Requirements

1. Grant Requirements

If selected, applicants will apply for a grant through TEAM and adhere to the customary FTA grant requirements of the Section 5308 Clean Fuels Grant program, including those of the current version of FTA C 9300 and the Master Agreement. Discretionary grants greater than \$500,000 will go through Congressional Notification and release process. Technical assistance regarding these requirements is available from each FTA regional office.

The Applicant must submit the Certifications and Assurances prior to receiving a grant. The Applicant assures that it will comply with all applicable Federal statutes, regulations, executive orders, FTA circulars, and other Federal administrative requirements in carrying out any project supported by the FTA grant. The Applicant acknowledges that it is under a continuing obligation to comply with the terms and conditions of the grant agreement issued for its project with FTA. The Applicant understands that Federal laws, regulations, policies, and administrative practices might be modified from time to time and affect the implementation of the project. The Applicant agrees that the most recent Federal requirements will apply to the project, unless FTA issues a written determination otherwise.

2. Planning

Applicants are encouraged to notify the appropriate State DOT and MPO in areas likely to be served by the project funds made available under this program. Incorporation of funded projects in the long range plans and transportation improvement programs of States and metropolitan areas is required of all funded projects.

3. Reporting

Post-award reporting requirements for grantees who purchase or lease hybrid electric, battery electric and fuel cell vehicles include semiannual submission of the following for the first three years of the useful life of the vehicle (this report should be attached in TEAM):

- i. Vehicle miles traveled;
- ii. Fuel/energy costs;
- iii. Vehicle fuel/energy consumption and oil consumption;
- iv. Number of road calls or breakdowns resulting from clean fuel and advanced propulsion technology systems; and
- v. Maintenance costs associated with the clean fuels or advanced propulsion system.

Note: Recipients of financial assistance under 49 U.S.C. 5308 that purchase or lease compressed natural gas (CNG), liquefied natural gas (LNG), and liquefied petroleum gas (LPG) vehicles may report the information described above, but this reporting is voluntary. Recipients of financial assistance under 49 U.S.C. 5308 that purchase or lease clean diesel vehicles are not required to report information beyond FTA grant reporting requirements for capital projects.

VII. Agency Contact(s)

Contact the appropriate FTA Regional Office (see Appendix A) for application-specific information and issues. For general program information, contact Kimberly Sledge, Office of Transit Programs, (202) 366-2053, e-mail: kimberly.sledge@dot.gov. A TDD is available at 1-800-877-8339 (TDD/FIRS).

Issued in Washington, DC, this 14th day of May, 2008.

James S. Simpson,
Administrator.

Appendix A

Richard H. Doyle, Regional Administrator, Region 1—Boston, Kendall Square, 55 Broadway, Suite 920, Cambridge, MA 02142-1093, Tel. 617-494-2055, States served: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont

Brigid Hynes-Cherin, Regional Administrator, Region 2—New York, One Bowling Green, Room 429, New York, NY 10004-1415, Tel. 212-668-2170, States served: New Jersey, New York

Letitia Thompson, Regional Administrator, Region 3—Philadelphia, 1760 Market Street, Suite 500, Philadelphia, PA 19103-4124, Tel. 215-656-7100, States served: Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and District of Columbia

Yvette Taylor, Regional Administrator, Region 4—Atlanta, 230 Peachtree Street, NW., Suite 800, Atlanta, GA 30303, Tel. 404-865-5600, States served: Alabama, Florida, Georgia, Kentucky, Mississippi Islands

Marisol Simon, Regional Administrator, Region 5—Chicago, 200 West Adams Street, Suite 320, Chicago, IL 60606, Tel. 312-353-2789, States served: Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin

Robert C. Patrick, Regional Administrator, Region 6—Ft. Worth, 819 Taylor Street, Room 8A36, Ft. Worth, TX 76102, Tel. 817-978-0550, States served: Arkansas, Louisiana, Oklahoma, New Mexico and Texas

Mokhtee Ahmad, Regional Administrator, Region 7—Kansas City, MO, 901 Locust Street, Room 404, Kansas City, MO 64106, Tel. 816–329–3920, States served: Iowa, Kansas, Missouri, and Nebraska

Terry Rosapep, Regional Administrator, Region 8—Denver, 12300 West Dakota Ave., Suite 310, Lakewood, CO 80228–2583, Tel. 720–963–3300, States served: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming

Leslie T. Rogers, Regional Administrator, Region 9—San Francisco, 201 Mission Street, Room 1650, San Francisco, CA 94105–1926, Tel. 415–744–3133, States served: American Samoa, Arizona, California, Guam, Hawaii, Nevada, and the Northern Mariana Islands

Rick Krochalis, Regional Administrator, Region 10—Seattle, Jackson Federal Building, 915 Second Avenue, Suite 3142, Seattle, WA 98174–1002, Tel. 206–220–7954. States served: Alaska, Idaho, Oregon, and Washington

[FR Doc. E8–11224 Filed 5–21–08; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket ID PHMSA–2007–0056]

Pipeline Safety: Agency Information Collection Activities: Notice of Request for Extension of Currently Approved Information Collection

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

ACTION: Notice and request for comments.

SUMMARY: This notice invites public comments about PHMSA’s intention to request the Office of Management and Budget’s (OMB) approval for renewal of four existing information collections. These information collections are described below.

DATES: Submit comments on or before July 21, 2008.

ADDRESSES: Comments should reference Docket No. PHMSA–RSPA–2004–19854 and may be submitted in the following ways:

- *E-Gov Web Site:* <http://www.regulations.gov>. This site allows the public to enter comments on any **Federal Register** notice issued by any agency.

- *Fax:* 1–202–493–2251.

- *Mail:* DOT Docket Operations Facility (M–30), U.S. Department of

Transportation, West Building, 1200 New Jersey Avenue, SE., Washington, DC 20590.

- *Hand Delivery:* DOT Docket Operations Facility, U.S. Department of Transportation, West Building, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions: In the E-Gov Web site: <http://www.regulations.gov>, under “Search Documents” select “Pipeline and Hazardous Materials Safety Administration.” Next, select “Notices,” and then click “Submit.” Select this notice by clicking on the docket number listed above. Submit your comment by clicking the yellow bubble in the right column then following the instructions. Identify docket ID PHMSA–2007–0056 at the beginning of your comments. For comments by mail, please provide two copies. To receive PHMSA’s confirmation receipt, include a self-addressed stamped postcard. Internet users may access all comments at <http://www.regulations.gov>, by following the steps above.

Note: PHMSA will post all comments without changes or edits to <http://www.regulations.gov> including any personal information provided.

Privacy Act Statement

Anyone can search the electronic form of all comments received in response to any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). DOT’s complete Privacy Act Statement was published in the **Federal Register** on April 11, 2000 (65 FR 19477).

Privacy Act Statement

FOR FURTHER INFORMATION CONTACT: Barbara Betsock, U.S. Department of Transportation, Office of Pipeline Safety (PHP–30), Pipeline and Hazardous Materials Safety Administration, 1200 New Jersey Avenue, SE., East Building, 2nd Floor, Washington, DC 20590–0001, Telephone (202) 366–4595.

SUPPLEMENTARY INFORMATION: Section 1320.8(d), Title 5, Code of Federal Regulations requires PHMSA to provide interested members of the public and affected agencies an opportunity to comment on information collection and recordkeeping requests. This notice identifies information collection requests that PHMSA will be submitting to OMB for renewal and extension. These information collections are contained in the pipeline safety regulations, 49 CFR parts 190–199. PHMSA has revised burden estimates, where appropriate, to reflect current

reporting levels or adjustments based on changes in proposed or final rules published since the information collections were last approved. The following information is provided for each information collection: (1) Title of the information collection; (2) OMB control number; (3) abstract of the information collection activity; (4) description of affected public; (5) estimate of total annual reporting and recordkeeping burden; and (6) frequency of collection. PHMSA will request a three-year term of approval for each information collection activity.

PHMSA requests comments on the following information collections:

1. *Title: Pipeline Safety: Excess Flow Valves—Customer Notification.*

OMB Control Number: 2137–0593.

Type of Request: Renewal of a currently approved information collection.

Abstract: Pipeline operators are required to provide notifications about excess flow valves to service line customers as described in 49 CFR 192.383. Upon request, an operator must make documentation of compliance available to PHMSA or the appropriate State regulatory agency.

Estimated number of respondents: 900,000.

Estimated annual burden hours: 18,000 hours.

Frequency of collection: On occasion.

2. *Title: Pipeline Safety: Customer-Owned Service Lines.*

OMB Control Number: 2137–0594.

Type of Request: Renewal of a currently approved information collection.

Abstract: Operators of gas service lines who do not maintain certain buried piping of their customers must provide notification about maintenance to those customers (49 CFR 192.16).

Upon request, an operator must make documentation of compliance available to PHMSA or the appropriate State regulatory agency.

Estimated number of respondents: 550,000.

Estimated annual burden hours: 9,167 hours.

Frequency of collection: On occasion.

3. *Title: Pipeline Safety: Qualification of Pipeline Safety, Training.*

OMB Control Number: 2137–0600.

Type of Request: Renewal of a currently approved information collection.

Abstract: Pipeline operators are required to have continuing programs for qualifying and training personnel performing safety-sensitive functions on pipelines. (49 CFR part 192, subpart N and 49 CFR part 195, subpart G. Operators must maintain records, make