above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties:
Calaveras, Fresno, Inyo, Kings, Marin, Plumas, Santa Barbara, Trinity.

The Interest Rates are:

<table>
<thead>
<tr>
<th>For Physical Damage</th>
<th>For Economic Injury</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Homeowners with Credit Available Elsewhere</td>
<td>4.750</td>
</tr>
<tr>
<td>Homeowners without Credit Available Elsewhere</td>
<td>4.000</td>
</tr>
<tr>
<td>Businesses with Credit Available Elsewhere</td>
<td>4.000</td>
</tr>
<tr>
<td>Businesses without Credit Available Elsewhere</td>
<td>2.375</td>
</tr>
<tr>
<td>Non-Profit Organizations with Credit Available Elsewhere</td>
<td>2.375</td>
</tr>
<tr>
<td>Non-Profit Organizations without Credit Available Elsewhere</td>
<td>2.375</td>
</tr>
<tr>
<td>Cooperatives without Credit Available Elsewhere</td>
<td>2.375</td>
</tr>
<tr>
<td>Credit Available Elsewhere</td>
<td>8.000</td>
</tr>
<tr>
<td>Credit Available Elsewhere</td>
<td>4.000</td>
</tr>
<tr>
<td>Credit Available Elsewhere</td>
<td>8.000</td>
</tr>
</tbody>
</table>

The number assigned to this disaster for physical damage is 18051 B and for economic injury is 18052 0.

(Catalog of Federal Domestic Assistance Number 59008)

Isabella Guzman,
Administrator:
[FR Doc. 2023–17494 Filed 8–14–23; 8:45 am]
BILLING CODE 4710–29–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration
[Docket FTA–2023–0015]

Public Transportation on Indian Reservations Program; Tribal Transit Program

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

ACTION: Notice of public meeting and request for comment.

SUMMARY: This notice seeks comments on how the Federal Transit Administration (FTA) Tribal Transit competitive program and technical assistance to Tribes is administered. This notice also introduces FTA’s consultation process and schedule for implementation.

DATES: The official comment period for this consultation will close by December 13, 2023. However, FTA’s partnership with Tribal leadership will remain ongoing. Late-filed comments will be considered to the extent practicable. Comments must be submitted in writing directly to the official docket per the instructions found in the ADDRESSES section of this notice. In-person consultation will be held in conjunction with the National Transportation in Indian Country Conference (NTICC) in Anchorage, Alaska, on Monday, September 25, 2023, from 1:30–3:00 p.m. Alaska Daylight Time (ADT). Additionally, a virtual consultation will be held on November 2, 2023.

ADDRESSES: Comments should be submitted by the following method, identifying your submission by docket number FTA–2023–0015: Federal eRulemaking Portal: Go to https://www.regulations.gov and follow the online instructions for submitting comments. The in-person consultation will be held at the Dena’ina Civic and Convention Center, 600 West 7th Avenue, Anchorage, AK 99501. The virtual consultation can be accessed here: https://www.transit.dot.gov/tribal-transit.

FOR FURTHER INFORMATION CONTACT: Elan Filipin-Jones, Office of Program Management, (202) 366–3800 or email TribalTransit@dot.gov. A TDD is available at 1–800–877–8339 (TDD/ FIRS).

SUPPLEMENTARY INFORMATION:

Table of Contents
A. Program Overview
B. Outreach and Consultation Schedule
C. Questions on Proposed Changes to the Tribal Transit Competitive Program
D. Tribal Transit Technical Assistance Improvements
E. Tribal Transit Formula Program

A. Program Overview

Federal public transportation law (49 U.S.C. 5338(a)(2)(F)) and 49 U.S.C. 5311(j), as amended by the Infrastructure Investment and Jobs Act (Pub. L. 117–58, the “Bipartisan Infrastructure Law” or “BIL”)), authorizes the Public Transportation on Indian Reservations Program (Tribal Transit Program) for Fiscal Years (FY) 2022–2026. The Tribal Transit Program (TTP) is funded as a takedown from the FTA’s Formula Grants for Rural Areas Program, 49 U.S.C. 5311. Eligible direct recipients are federally recognized American Indian Tribes and Alaskan Native Villages, groups and, communities providing public transportation in rural areas, as identified by the U.S. Department of the Interior (DOI) Bureau of Indian Affairs (BIA) at this link: https://www.bia.gov/service/tribal-leaders-directory/federally-recognized-tribes. The TTP funds are allocated for grants to eligible recipients for any purpose eligible under Section 5311, which includes capital, operating, and planning projects. BIL authorizes a total of $229 million over five years, of which $183.2 million is for the TTP formula program, and $45.8 million is for the TTP competitive grant program.

FTA is committed to ensuring that programs, policies, and procedures are

Since the program has now been administered under the requirements of the previous consultation for approximately a decade, funding levels have increased, as well as the number of Tribes participating in the program. Additionally, certain operational considerations may have changed, particularly in response to the COVID–19 pandemic, supply chain disruptions, and increases in the cost of goods and services. Therefore, FTA is consulting with Tribal recipients to ensure the program still is being administered in a beneficial way. Specifically, with the authorization of BIL, the amount made available under Tribal Transit competitive program increased by 83 percent over previously authorized levels of the Fixing America’s Surface Transportation (FAST) Act. Furthermore, in Fiscal Year (FY) 2013, approximately 110 Tribes received funding under the TTP formula program. That number has grown to 136 Tribes receiving funding under the formula program in FY 2023.

Through this notice, FTA seeks comments on the administration of the Tribal Transit competitive program, as well as comments about the technical assistance that FTA provides to recipients of FTA Tribal Transit funding. Comments related to other aspects of the TTP, including the administration of the TTP formula program, will also be considered. Comments from eligible recipients of the Tribal Transit competitive program are highly encouraged.

**B. Outreach and Consultation Schedule**

1. Outreach and Meetings

In-person consultation will be held in conjunction with the National Transportation in Indian Country Conference (NTICC) in Anchorage, Alaska on Monday, September 25, 2023, from 1:30–3 p.m. ADT.

**C. Questions on Proposed Changes to the Tribal Transit Competitive Program**

A total of $45,812,610 is authorized for FY 2022–2026 for the Tribal Transit competitive grant program. Funds may be awarded to federally-recognized Indian Tribes for any purpose under the Section 5311 program. The outcome of this consultation may impact the administration of competitive funding awarded for FY 2024–2026. For FY 2024–2026, a total of $28,123,961 is made available under the Tribal Transit competitive program.

**Funding program**

<table>
<thead>
<tr>
<th></th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tribal Transit Competitive Program</td>
<td>$9,169,076</td>
<td>$9,358,487</td>
<td>$9,596,398</td>
</tr>
</tbody>
</table>

Program requirements for the Tribal Transit Program can be found in the Section 5311 Circular (https://www.transit.dot.gov/regulations-and-guidance/ftp-circulars/formula-grants-rural-areas-program-guidance-and-application).

FTA seeks comments for the Tribal Transit competitive program on the following questions:

1. Should TTP competitive program funds continue to support capital, operating and planning projects? These projects are currently eligible under the program. Limitations on certain activities will leave more funding available for the other types of activities. For example, limiting or removing operating projects as an eligible project type will leave more funding available for capital and planning projects.

2. Should operating assistance under the competitive program be limited based on the amount of TTP formula allocation received? In the past, FTA has limited operating assistance to applicants who receive less than $20,000 under the TTP formula program. This threshold preserves TTP competitive funds for larger capital projects. Increasing or removing this threshold would potentially reduce the amount of funding available for capital projects.

3. Should TTP competitive program funds continue to support start-up, expansion, and replacement capital projects? These projects are currently eligible under the program. Should FTA prioritize start-up projects in order to advance Tribal transit providers into the formula program? Once a Tribal transit provider begins operating service and providing service data to the National Transit Database, the provider will begin to receive Tribal Transit formula funds.
4. Should FTA establish a minimum and/or maximum grant amount under the TTP competitive program? Currently, there is no minimum or maximum set for allocations under this program. However, planning grants are capped at $25,000. Establishing a maximum grant amount would preserve funds for additional projects but may prevent larger projects from being funded at the full request.

5. Should FTA continue to cap planning grants at $25,000 under the competitive program? Should FTA retain the cap for planning grants but set it at a different amount? This cap preserves TTP competitive funds for larger capital projects.

6. Should FTA require a local match of 10 percent of total project costs for both capital and operating assistance projects under the TTP competitive program? If so, should FTA continue to include an option for Tribes to submit a local match waiver request? Currently, there is no match required for both the competitive and formula programs. However, in the past, a match of 10 percent was required on competitive program projects, unless the Tribe applied for a hardship waiver. Requiring a local match would allow for more projects to be funded, but may discourage some Tribes from applying for funding.

7. Should FTA retain the condition that indirect costs not exceed 10 percent of each Tribal Transit competitive grant allocation? Providing a cap on the percentage of a grant that can be applied to indirect costs reserves more funding for capital projects, but may underestimate the true amount of indirect costs attributable to a project.

8. Should FTA continue to provide Tribes 90 days to submit applications under the TTP competitive program Notice of Funding Opportunity? In the past, FTA has had either a 60-day or a 90-day deadline for application submission under the TTP competitive program.

9. Should FTA examine or alter any other aspect of the Tribal Transit competitive program?

D. Tribal Transit Technical Assistance Improvements

Through the Tribal Transit Technical Assistance Assessments Initiative, FTA Collaborates with Tribal Transit recipients to review processes and identify areas in need of improvement and then assists by offering solutions to address these needs—all in a supportive and mutually beneficial manner that results in technical assistance. These Assessments include discussions of compliance areas pursuant to FTA’s Master Agreement (https://www.transit.dot.gov/funding/grantee-resources/sample-fta-agreements/fta-grant-agreements), site visits, promising practices reviews, and technical assistance from FTA and its contractors. These Assessments also provide FTA with invaluable opportunities to learn more about a Tribe’s perspectives and how to better honor the sovereignty of each Tribal Nation. To date, FTA has conducted 62 Assessments and will conduct 36 Assessments in FY 2023–2024.

In addition, FTA also offers technical assistance to Tribes through its National Rural Transit Assistance Program (https://www.nationalrtap.org/) and FTA Regional Offices (https://www.transit.dot.gov/about/regional-offices/regional-offices) provide direct Technical Assistance to Tribal recipients in their region. FTA seeks comments on its technical assistance efforts through the following question:

1. How can FTA improve its technical assistance efforts for Tribal recipients?

E. Tribal Transit Formula Program

For FY 2024–2026, the TTP formula program has been authorized at $112.5 million.

<table>
<thead>
<tr>
<th>Funding program</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tribal Transit Formula Program</td>
<td>$36,676,304</td>
<td>$37,433,948</td>
<td>$38,385,592</td>
</tr>
</tbody>
</table>

Although no specific questions are posed, FTA also encourages comments and suggestions on ways to improve the TTP formula program.

Nuria I. Fernandez,
Administrator.
[FR Doc. 2023–17500 Filed 8–14–23; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION
Federal Transit Administration

Limitation on Claims Against Proposed Public Transportation Projects—East Campus Expansion Project, Metra UP North Rebuild: Fullerton to Addison Project and Silver Line Project

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

ACTION: Notice.

SUMMARY: This notice announces final environmental actions taken by the Federal Transit Administration (FTA) regarding the three projects: East Campus Expansion Project, Indianapolis, Marion County, Indiana; Metra UP North Rebuild: Fullerton to Addison Project, Chicago, Cook County, Illinois; and Silver Line Project, Tarrant, Dallas and Collin Counties, Texas. The purpose of this notice is to publicly announce FTA’s environmental decisions on the subject projects, and to activate the limitation on any claims that may challenge these final environmental actions.

DATES: A claim seeking judicial review of FTA actions announced herein for the listed public transportation projects will be barred unless the claim is filed on or before January 12, 2024.

FOR FURTHER INFORMATION CONTACT: Kathryn Loster, Assistant Chief Counsel, Office of Chief Counsel, (312) 705–1269, or Saadat Khan, Environmental Protection Specialist, Office of Environmental Programs, (202) 366–9647. FTA is located at 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 9:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency actions subject to 23 U.S.C. 139(l) by issuing certain approvals for the public transportation projects listed below. The actions on the projects, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the projects to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA environmental project files for the projects. Interested parties may contact either the project sponsor or the relevant FTA Regional Office for more information. Contact information for FTA’s Regional Offices may be found at https://www.transit.dot.gov.

This notice applies to all FTA decisions on the listed projects as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA (42 U.S.C. 4321–4375), section 4(f) requirements (49 U.S.C. 303), Section 106 of the National Historic Preservation Act (54 U.S.C. 306108),