

in the Executive Summary of the TrAMS application.

As part of completing the annual certifications and assurances required of FTA grant recipients, a successful applicant must report on the suspension or debarment status of itself and its principals.

If the award recipient's active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceed \$10,000,000 for any period during the period of performance of an award made pursuant to this notice, the recipient must comply with the Recipient Integrity and Performance Matters reporting requirements described in appendix XII to 2 CFR part 200.

#### 4. Termination for Failure To Make Progress on an Award

After providing written notice to the recipient of a project selected for funding, FTA may withdraw its support for the selected project (if a cooperative agreement has not yet been awarded) or suspend or terminate all or any part of the Federal assistance for the award if the recipient has failed to make reasonable progress implementing the project. FTA may withdraw its support for a project or terminate an award agreement if, among other reasons:

1. A recipient has not completed its application for funding in TrAMS within 60 days of the date FTA announces project selection.

2. A recipient has not begun its demonstration project within one year after funding was awarded in TrAMS.

3. A recipient has not delivered a project evaluation to FTA within one year of completing its demonstration project.

4. FTA may also withdraw support from a project or terminate an award agreement if the proposed activities are no longer needed or if the recipient has violated the terms of FTA's Annual Agreement.

#### G. Federal Awarding Agency Contacts

For further information concerning this notice, please contact the T2 Program Manager, FTA Office of Research, Demonstration, and Innovation, by email at [shapell.randolph@dot.gov](mailto:shapell.randolph@dot.gov). A TDD is available for individuals who are deaf or hard of hearing at 800-877-8339. In addition, FTA will post answers to questions and requests for clarifications on FTA's website at: <https://www.transit.dot.gov/research-innovation>.

To ensure applicants receive accurate eligibility information, applicants are encouraged to contact FTA directly,

rather than through intermediaries or third parties, with questions. FTA staff may also conduct briefings on the FY 2024 competitive grants selection and award process upon request.

For issues with [grants.gov](https://grants.gov), please contact [grants.gov](https://grants.gov) by phone at 1-800-518-4726 or by email at [support@grants.gov](mailto:support@grants.gov).

#### H. Other Information

This program is not subject to Executive Order 12372, "Intergovernmental Review of Federal Programs." There are resources available that may help in responding to this notice, as listed below. The FTA website has information about FTA, application forms, statutory and administrative requirements, etc. Applicants are encouraged to use the FTA link provided and other information, as listed, as much as is needed.

**Veronica Vanterpool,**

*Deputy Administrator.*

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**BILLING CODE 4910-57-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[DOT-OST-2024-0133]

#### Request for Information on US DOT's Transportation Community Explorer (TC Explorer) Tool and Index Methodology

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

**ACTION:** Request for information.

**SUMMARY:** The Department of Transportation is issuing this request for information (RFI) to solicit feedback on DOT's updated Transportation Community Explorer (TC Explorer) Tool and Index methodology developed to assist communities in their project selection process and grant development.

**DATES:** Responses to this RFI should be received by December 16, 2024.

**ADDRESSES:** Comments should refer to the docket number above and submitted by one of the following methods:

- *Federal Rulemaking Portal:* <https://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

- *Hand Delivery:* 1200 New Jersey Avenue SE, West Building Ground

Floor, Room W12-140, Washington, DC, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal Holidays.

*Instructions:* For detailed instructions on submitting comments, see the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document. Note that all comments received will be posted without change to <https://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. For information on DOT's compliance with the Privacy Act, please visit <https://www.transportation.gov/privacy>.

*Docket:* For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> or the street address listed above. Follow the online instructions for accessing the dockets.

**FOR FURTHER INFORMATION CONTACT:** For further information, please contact Kristin Wood, 774-293-2726.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

The TC Explorer is data driven tool that allows communities to better identify transportation investments that can benefit communities, including rural and Tribal communities, across a variety of factors. When done right, transportation policy can transform economies, connect people to opportunities, and empower underserved communities to build generational wealth for the future.

In January 2022, DOT developed its first tool to measure how communities were experiencing transportation related disadvantage; then, in April 2023, the Department launched an updated version of the tool titled the DOT Equitable Transportation Community Explorer (ETC Explorer v1.1), which included an updated format and methodology. The Department is currently seeking to make updates that improve the usefulness and accuracy of the tool, particularly for rural and tribal communities, and rename the tool as the Transportation Community (TC) Explorer.

Over the last year and a half, DOT received feedback on the TC Explorer

through various RFIs, public meetings and other venues. All comments and recommendations were considered in the proposed update of the tool (TC Explorer). The proposed updates fall into six categories:

1. Updated Methodologies:  
a. DOT consolidated the current tool's five components of disadvantage into three:

i. Transportation Insecurity—When people are unable to get to where they need to go to meet the needs of their daily life regularly, reliably, affordably, and safely. Sub-components comprising Transportation Insecurity are cost burden, vehicle access vulnerability, destination access vulnerability and traffic fatality burden.

ii. Place-Based Burden—The disadvantage inherent in a location and experienced by all residents of the location. Sub-components comprising Place-Based Burden are extreme weather hazard, proximity to infrastructure, air pollution, and surface pollution.

iii. Population-Based Vulnerability—The disadvantage experienced by a population due to demographic and socioeconomic traits that make them particularly vulnerable. Sub-components comprising Population-Based Vulnerability are communication, employment, income, housing, and health vulnerabilities.

b. DOT modified the normalization method used to process raw indicator data for inclusion in disadvantage scores to better account for the effects of outliers in the data.

c. DOT has made significant updates to the transportation insecurity methodology. These updates are reflected in both the TC Explorer National and States results, as well as in the Transportation Insecurity Analysis Tool (TIAT).

d. DOT has updated its Climate methodology using the Climate and Transportation Vulnerabilities Methodology from the Fifth National Climate Assessment.

## 2. Updated Data:

a. The tool has been updated with the most recent data available. (\* note: When the updated tool is formally released this winter, it will contain the 2019–2023 American Community Survey 5-year estimate data, if available.)

b. Roads data has been divided into two categories, for freeways and expressways and for high-traffic roads as reported by the Federal Highway Administration (FHWA) Highway Performance Management System.

c. Data sets that contain data for all 50 states have been used.

d. Some data sets have been replaced to better represent/measure how a community is experiencing transportation disadvantage. Some examples of those are—

- i. Income Inequality.
- ii. Housing Condition.
- iii. Access Burden.
- iv. Climate.

3. Updated Display: DOT seeks to improve the interface display to increase the user interface with the new version of the TC Explorer. Updates to the display include:

a. State and County Selectors are provided.

b. Statistics related to residents and tracts appears at the top right of the tool.

c. Tabs appear at the bottom right of the tool include: Overall Disadvantage, Transportation Insecurity, Place-Based Burden, Population-Based Insecurity and Raw Data.

d. Instead of bar charts, scores for each component and sub-component are provided on a dial. The scores still represent a project area's disadvantage rating in relation to all other census tracts.

e. The Raw Data tab replaces the current version's pop-up databoxes. It displays the salient raw indicator data for the selected project area.

4. Updated Display Layers: DOT seeks to improve the organization of layers to improve usability by consolidating multiple layers of a similar theme into one layer. For example, in the current tool users click on seven layers to see the intercity bus network. In the proposed updates, users will only need to click on one layer titled “intercity bus”.

5. Removing the “Add Your Data” Tab: DOT found through the comments and interface with users that this feature was not used and further caused confusion for non-GIS users. The data is available for download and can be integrated on a user's platform to integrate with localized data if needed.

6. Updated Transportation Insecurity Analysis Tool (TIAT): Comprehensive updates have been made to the tool's functionality and display. As mentioned earlier, DOT's transportation insecurity methodology has been updated, which is reflected in the TIAT.

The TC Explorer and TIAT mapping tools, index methodologies, and datasets are available at <https://experience.arcgis.com/experience/836cf87c91344bb991a1b149873f27af>.

## II. Key Questions for Input

Through this request for information, DOT seeks input, information, and individual recommendations on DOT's proposed updates to the TC Explorer

from a broad array of stakeholders in the public sector, including state, Tribal, and local governments, and territorial areas, and in the private sector, including advocacy, businesses, not-for-profit, academic, and philanthropic organizations, as well as from any other interested parties. DOT will use responses to this RFI to consider both the current proposed and additional updates to the TC Explorer. After DOT has updated the tool with any appropriate modifications, the tool will supersede the current version of the TC Explorer tool. Respondents to this RFI do not need to address every question, but DOT welcomes input in the following areas:

1. Methodology: Please refer to DOT's website for more information regarding the tool's updated methodology available at <https://experience.arcgis.com/experience/836cf87c91344bb991a1b149873f27af/page/Data-and-Methodology-Download/>. Please provide comments and specific recommendations for improving the methodology.

2. Datasets: Data in this version of the tool provides measures in the areas of Transportation Insecurity, Place-Based Burden, and Population-Based Vulnerability available at <https://experience.arcgis.com/experience/836cf87c91344bb991a1b149873f27af>.

A. What recommendations for additional datasets would enhance and improve upon the set of indicators currently used? In any comments submitted, please include—

i. Why and how the data recommendations would improve upon the current set of data and/or indicators used in the tool.

ii. Full information regarding data sources (including URL, and source government agency and/or organization);

iii. Intended measure—what does the dataset and/or indicator measure (for example, pollution exposure or emissions, health conditions, transportation access, etc.)?

B. Scope—does the recommended data and/or indicator include data from all 50 states and territories? If not, please provide comments as to how to address the issue.

C. A summary of the quality (*i.e.*, completeness, accuracy, consistency, and reliability) of the data for use in the tool; and

D. Geographic resolution of the data (*i.e.*, census block, census block group, census tract, zip code, county, etc.).

E. Is this data set publicly available?

3. Map Usability and Accessibility. The US DOT Transportation Community Explorer map available at

<https://experience.arcgis.com/experience/836cf87c91344bb991a1b149873f27af> provides an online geospatial platform that gives the user the capability to identify the communities identified as disadvantaged. DOT is soliciting information regarding usability and accessibility of the updated geospatial platform as follows:

i. What modifications can improve the usability, accessibility, or design of the mapping functions that display the data and results?

ii. Are there specific features or functions that will enhance the usability of the interactive map by community members and organizations, government staff, and other stakeholders?

iii. Are there additional resources DOT should consider developing to help users understand the data included in the tool and how to use it in project selection decisions and grant applications?

#### 4. Additional Feedback:

i. Does the tool's name reflect its purpose?

ii. DOT seeks any additional feedback on the updated TC Explorer tool.

*Please note: This version of the Transportation Community Explorer map has been developed for illustrative purposes to demonstrate the proposed index methodology. It is subject to change following the public comment period.*

### III. Public Participation

*How do I prepare and submit comments?*

To ensure that your comments are filed correctly, please include the docket number provided in (xx) in your comments. Please submit one copy (two copies if submitting by mail or hand delivery) of your comments, including any attachments, to the docket following the instructions given above under **ADDRESSES**. Please note, if you are submitting comments electronically as a PDF (Adobe) file, we ask that the documents submitted be scanned using an Optical Character Recognition (OCR) process, thus allowing the Agency to search and copy certain portions of your submissions.

*How do I submit confidential business information?*

Any submissions containing Confidential Information must be delivered to DOT in the following manner:

- Submitted in a sealed envelope marked "confidential treatment requested;"
- Document(s) or information that the submitter would like withheld from the

public docket should be marked "PROPIN" for "proprietary information;"

- Accompanied by an index listing the document(s) or information that the submitter would like the Departments to withhold. The index should include information such as numbers used to identify the relevant document(s) or information, document title and description, and relevant page numbers and/or section numbers within a document; and

- Submitted with a statement explaining the submitter's grounds for objecting to disclosing the information to the public.

DOT will treat such marked submissions as confidential consistent with the Freedom of Information Act (FOIA) and not include them in the public docket. DOT also requests that submitters of Confidential Information include a non-confidential version (either redacted or summarized) of those confidential submissions in the public docket. If the submitter cannot provide a non-confidential version of its submission, DOT requests that the submitter post a notice in the docket stating that it has provided DOT with Confidential Information. Should a submitter fail to docket either a nonconfidential version of its submission or to post a notice that Confidential Information has been provided, we will note the receipt of the submission on the docket, with the submitter's organization or name (to the degree permitted by law) and the date of submission.

*Will the Agency consider late comments?*

DOT will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent practicable, DOT will also consider comments received after that date.

*How can I read the comments submitted by other people?*

You may read the comments received by contacting the Dockets office at the address provided in the **ADDRESSES** section. The hours of the Docket office are indicated in the **ADDRESSES** section. You may also see the comments on the internet, identified by the docket number at the heading of this notice, at <http://www.regulations.gov>.

Please note, this RFI is a planning document and will serve as such. The RFI should not be construed as policy, a solicitation for applications, or an obligation on the part of the government.

Signed in Washington, DC, on November 26, 2024.

**Christopher Coes,**

*Assistant Secretary for Transportation Policy, Department of Transportation.*

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## DEPARTMENT OF THE TREASURY

### Bureau of the Fiscal Service

#### Application and Renewal Fees Imposed on Surety Companies and Reinsuring Companies; Increase in Fees Imposed

**AGENCY:** Bureau of the Fiscal Service, Treasury.

**ACTION:** Notice of fees imposed on surety companies and reinsuring companies.

**SUMMARY:** The Department of the Treasury, Bureau of the Fiscal Service, is adding renewal fees for Complementary and Alien Reinsurers as well as Admitted Reinsurer—Reinsurance Market companies and increasing the existing fees it imposes on and collects from surety companies and reinsuring companies, effective January 1, 2025.

**FOR FURTHER INFORMATION CONTACT:** Melvin Saunders, at (304) 480-5108 or [melvin.saunders@fiscal.treasury.gov](mailto:melvin.saunders@fiscal.treasury.gov); or Bobbi McDonald, at (304) 480-7098 or [bobbi.mcdonald@fiscal.treasury.gov](mailto:bobbi.mcdonald@fiscal.treasury.gov).

**SUPPLEMENTARY INFORMATION:** The Independent Offices Appropriations Act of 1952 (IOAA), codified at 31 U.S.C. 9701, authorizes Federal agencies to establish fees for a service or thing of value provided by the agency to members of the public. Office of Management and Budget Circular A-25 allows agencies to impose user fees for services that confer a special benefit to identifiable recipients beyond those accruing to the general public. Pursuant to 31 CFR 223.22, Treasury imposes fees on surety companies and reinsuring companies seeking to obtain or renew certification or recognition from Treasury. The fees imposed and collected cover the costs incurred by the Government for services performed reviewing, analyzing, and evaluating the companies' applications, financial statements, and other information. Treasury determines the amount of fees in accordance with the IOAA and the Office of Management and Budget Circular A-25, as amended. The change in fees is the result of a thorough analysis of costs associated with the corporate Federal surety bond program.

The new fee rate schedule is as follows: