

is not produced in a sufficient and reasonably available amount or is not of a satisfactory quality. 49 U.S.C. 5323(j)(2)(B) (“non-availability waiver”). FTA cannot deny a request for a non-availability waiver unless FTA can provide the waiver applicant with a written certification that asserts the item is produced in the United States in a sufficient and reasonably available amount; the item produced in the United States is of a satisfactory quality; and includes a list of known manufacturers in the United States from which the item can be obtained. 49 U.S.C. 5323(j)(6).

In 2023, FTA received three waiver applications on behalf of 16 transit operators for non-availability waivers to purchase the E-Jest battery-electric minibus. The E-Jest is made by the Turkish company Karsan Otomotiv Sanayii ve Ticaret A.S. (“Karsan”) and sold in the United States by the Damera Corporation. In response to these three waiver applications, on December 20, 2024, FTA proposed a general waiver<sup>1</sup> (89 FR 104285, December 20, 2024) for any vehicle with all of the following characteristics: battery-electric propulsion; low-floor entry; unibody construction; gross vehicle weight rating or gross vehicle weight of less than 11,794 kg (26,001 pounds) and designed to transport fewer than 16 seated passengers including the driver; and not of a type already covered by FTA’s Partial Buy America Waiver for Vans and Minivans (87 FR 64534, Oct. 25, 2022). Additionally, to encourage onshoring of manufacturing and supply chains, FTA proposed the waiver would require U.S. final assembly after two years and would expire entirely after three years, or upon a Buy America-compliant vehicle becoming available, whichever occurred first.

### Comments Received

FTA received 67 comments on the proposed waiver. Most comments were in favor of the waiver as proposed. These comments generally came from transit providers or their industry associations, autonomous vehicle service providers, and companies looking to establish manufacturing in the United States that seek a customer base while building up to full Buy America compliance.

Comments opposed to the waiver generally came from vehicle manufacturers or dealers already doing business in the United States. Three vehicle manufacturers opposed the

proposed waiver. None of the three manufacturers claimed to provide a vehicle that responded to all the specifications in FTA’s proposed waiver. Only one of the three manufacturers explicitly claimed Buy America compliance for a partially responsive vehicle.

### Revision to Proposed Waiver

FTA is proposing to eliminate the specification in its December 2024 proposed waiver that the minibuses be battery-electric. Eliminating the battery-electric specification would allow transit operators to decide for themselves the propulsion type that is best suited to their operations and their communities. The rest of the proposed waiver would remain the same, and battery-electric vehicles still would be available under the revised proposed waiver along with other propulsion types.

As revised, the proposed waiver would apply to any vehicle with all of the following characteristics and be subject to the following phase-out:

- The vehicle has, or is capable of having, low-floor entry;
- The vehicle is of unibody or monocoque construction (*i.e.*, not body-on-chassis);
- The vehicle has a gross vehicle weight rating or gross vehicle weight of less than 11,794 kg (26,001 pounds) and is designed to transport fewer than 16 seated passengers including the driver;<sup>2</sup> and
- The vehicle is not of a type already covered by FTA’s Partial Buy America Waiver for Vans and Minivans (87 FR 64534, *supra*) (*i.e.*, is not required to report to the National Highway Traffic Safety Administration under the American Automobile Labelling Act).

For a contract for a vehicle meeting all the above requirements awarded more than two years after the effective date of the waiver, this waiver would only apply where vehicle final assembly occurs in the United States. This waiver would expire three years after the effective date. To allow onshoring of newer propulsion types at the same time as more mature propulsion types are available to recipients, FTA proposes that the waiver will remain in effect for the proposed three-year term.

<sup>2</sup> The number of passengers a vehicle is designed to transport is based on the number of designated seats in the vehicle and does not include areas suitable, or even designed for, standing passengers. See 49 CFR 383.5 and Federal Motor Carrier Safety Administration guidance: <https://www.fmcsa.dot.gov/registration/commercial-drivers-license/one-definition-cmv-vehicle-designed-transport-16-or-more>.

### Request for Supplemental Comments

FTA requests supplemental comments from all interested parties on its proposal to eliminate the battery-electric requirement. Should FTA approve the waiver as revised? Should the waiver be further modified in some way? Relevant information and comments will help FTA fully establish the facts surrounding the waiver requests and inform FTA’s ultimate decision whether to grant the waiver.

If a comment asserts a domestic vehicle meeting FTA’s proposed specifications already exists, please be clear about whether the vehicle complies with FTA’s specific Buy America requirements for rolling stock as set forth in 49 U.S.C. 5323(j)(2)(C) and 49 CFR part 661. Has the vehicle passed a post-delivery review required by 49 U.S.C. 5323(m), and if so, where and when? Any other relevant information, for example, regarding geographic availability or production quantities, will be useful to FTA.

(Authority: 49 U.S.C. 5323; 49 CFR 1.91.)

**Matthew B. Cahill,**  
*Acting Deputy Administrator.*

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## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Docket No.: DOT–OST– 2026–3269]

### America’s Great Corridors of Commerce; Request for Information

**AGENCY:** Office of the Under Secretary of Transportation for Policy, U.S. Department of Transportation.

**ACTION:** Request for Information (RFI).

**SUMMARY:** Significant and immediate investment in linear utility infrastructure is essential to meet the surging energy needs of critical manufacturing and emerging technologies that drive America’s security, prosperity, and global leadership. Highway and rail transportation assets represent significant linear rights-of-way (ROWs) that have traditionally been reserved solely for transportation needs. The U.S. Department of Transportation (DOT or the Department), through the Build America Bureau, created the America’s Great Corridors of Commerce (AGCC) initiative to unleash opportunities for both highway and rail ROW owners to generate revenue streams through utility colocation that can fund transportation improvement projects, while simultaneously delivering significant

<sup>1</sup> A general waiver means the waiver would be available to any FTA grant recipient, not just the waiver applicants.

economic development to these areas. AGCC is a voluntary, applicant-driven process in which ROW owners propose corridors for strategic colocation of utility infrastructure in the transportation ROW through an innovative public-private partnership (P3) model. Selected corridors receive concierge technical assistance and enhanced collaboration from a team of experts from relevant Federal agencies. In this RFI, DOT seeks comments from the public and interested parties on the AGCC model and the proposed elements of DOT's anticipated AGCC designation process.

**DATES:** Written comments are due by September 12, 2026. DOT will consider comments filed after this date to the extent practicable.

**ADDRESSES:** Written comments may be submitted electronically or by email or U.S. mail. Respondents are encouraged to submit comments electronically to ensure timely receipt. Please include your name, title, organization, postal address, telephone number, and email address.

- *Electronic Submission:* Go to <http://www.regulations.gov>. Search using the docket number provided above. Follow the instructions for sending comments.

- *Email:* [AGCC@dot.gov](mailto:AGCC@dot.gov). Include the docket number provided above in the subject line of the message. Please include the full body of your comments in the text of the electronic message and as an attachment.

- *Mail:* U.S. Department of Transportation, Docket Operations, West Building 5th Floor, Room W58-213, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Instructions:* All submissions must include the agency name and docket number.

**FOR FURTHER INFORMATION CONTACT:** Morteza Farajian, Ph.D., Executive Director, Build America Bureau, 202-366-0797, [AGCC@dot.gov](mailto:AGCC@dot.gov).

**SUPPLEMENTARY INFORMATION:**

**I. Background**

Significant and immediate investment in longitudinal utility infrastructure is essential to meet the surging energy and power needs of critical manufacturing and emerging technologies that drive America's security, prosperity, and global leadership. Similarly, transportation agencies and companies require additional resources to fund capital improvements and address deferred maintenance. Through AGCC, DOT seeks to leverage existing highway and rail ROWs in a safe and strategic manner by facilitating meaningful colocation of multiple utility assets,

including electric and communications infrastructure. This initiative will build, in record time, a new backbone for the world's strongest economy while maintaining operational flexibility for ROW owners and enabling revenue generation. AGCC directly addresses the national emergency established by Executive Order 14156 regarding the inadequate U.S. power grid and energy supply and need for a more reliable, diversified, and affordable supply of energy.

While utility colocation within the ROW is technically feasible and has been implemented to some degree in the United States, installations are typically assessed and executed on a case-by-case basis without a comprehensive and strategic commercial, technical, and financial plan. This fragmented process increases time and resource demands, creates inefficiencies, and restricts the ability to scale efforts effectively. In contrast, through the Build America Bureau's AGCC initiative, the Department will unleash the full power of America's transportation corridors by harnessing the Administration's decisive leadership to unite Federal, State, and private partners.

As a part of AGCC, the U.S. Secretary of Transportation will lead an interagency Federal task force aimed at marshaling Federal resources and relevant permitting agencies and authorities to expedite and scale colocation in AGCC corridors. The task force will provide technical assistance and coordination for designated AGCCs.

Key goals of AGCC are to:

- Drastically accelerate the siting, permitting, and financing of linear utility infrastructure projects, including electrical transmission lines, water pipelines along highways, pipelines along railways, fiber optic, and rural broadband along corridors where colocation is safe, technically and operationally feasible, and in demand through an innovative P3 model and leasing concept.

- Incentivize data centers, manufacturing facilities, and distribution hubs to locate close to AGCC corridors to leverage a "plug and play" model for easy connectivity to new utility corridors, maximizing underused transportation assets and spurring significant economic benefits to States and regions in record time.

- Provide a new opportunity for utility and telecommunication companies in addition to the existing siting options.

- Provide the backbone needed by State DOTs and railroads to deploy technology projects, safety equipment, signs, Intelligent Transportation

Systems (ITS), autonomous capabilities, Wi-Fi, and potentially electricity.

- Enhance the value of highway and rail ROWs by creating financial incentives to allow for installation of these valuable utility corridors.

- Simplify the National Environmental Policy Act (NEPA) review processes for colocation of utility infrastructure within transportation ROWs by helping project developers identify and leverage existing Federal tools. Categorical Exclusions (CEs) generally have the shortest analysis and review timeline and are reserved for actions that Federal agencies have determined will not have a significant impact based upon previous projects and analyses. Projects within the AGCC program will most likely fall under one or multiple CEs, as they will largely take place within the transportation ROW and environmental disturbance will be limited. Information on AGCC concierge services and broader permitting efficiencies, including applicable CEs and environmental review resources available to both AGCC program participants and independent developers is available on the AGCC web page.

- Coordinate financial tools and resources to reduce deployment costs or increase revenue opportunities from value creation.

- Assist State DOTs and railroads in effectively managing their ROW by eliminating administrative and operational burdens of utility coordination. The AGCC model establishes a single point of responsibility for negotiating access to ROWs and coordinating between various players. This saves time and resources for ROW owners, enabling them to focus on their core responsibilities.

Key benefits of supporting the coordinated and efficient development of linear utility infrastructure in the transportation ROW include:

- **Cost Reduction and Efficiency Gains:** In contrast to conventional colocation initiatives, AGCC enables macro-level cost savings and expedited project delivery leading to lower costs and increased utility deployment to meet the needs of both the public and industry. The program minimizes the need for new ROW acquisition and reduces development costs.

- **Strategic Industrial Land Use:** Land adjacent to highways and railways outside of the ROW, often undervalued due to environmental factors like noise, can be repositioned for high value uses such as data centers, advanced manufacturing facilities, or distribution hubs, leading to increased economic

activity and tax revenues for states and localities. It also frees up higher value land situated further from highways and railroads for residential or mixed-use development.

- **Achieving Economies of Scale:** AGCC seeks to enable value creation by encouraging technical efficiencies, such as shared trenching or tunneling, standardized engineering protocols, and consolidated procurement, that provide a faster and less expensive alternative to existing development options.

- **Generation of Revenue:** ROW leasing and utility hosting arrangements can open new, recurring revenue channels. Revenues can be reinvested in upgrades along the 160,000 centerline miles of the National Highway System and the 140,000 route miles of the U.S. freight rail network.

- **Reducing Utility Rates:** Colocating businesses and activities that use significant utilities along one line prevents the need for extensive, scattered grid transmission upgrades and the need to coordinate with too many landowners. This strategic utilization of ROWs and clustering can minimize the total capital investment required to provide reliable power, ultimately lowering transmission costs and creating downward pressure on residential user rates.

- **Utilization of Previously Developed Land:** By focusing on existing transportation ROWs, AGCC projects will be treated as brownfield developments, rather than greenfield expansions. This approach reduces environmental disturbance, leverages existing infrastructure (roads, utilities, grading), and lowers remediation and construction costs.

AGCC is a P3 initiative in which a private entity (concessionaire) is procured by a highway or rail ROW owner to act as their Corridor Manager. The Corridor Manager activities will include but not be limited to: design, build, finance, operate and maintain dedicated sub-surface channels (*e.g.*, via boring or tunneling) and associated infrastructure along highway and rail ROWs for a period of time (typically 30–50 years) under certain terms and conditions specified by the ROW owner. The concessionaire will also act as business developer for the corridor, providing utility companies access to the space under a lease agreement and annual lease payments.

Discover more about the AGCC initiative in the sections below or by visiting the AGCC web page.

## II. P3 Approach to Delivering Utility Colocation Projects

The AGCC model seeks to engage multi-industry P3s to promote broader use of the transportation ROW to generate commercial and public benefits while protecting ROW owners' control. Under the AGCC P3 model, the ROW owner may negotiate a contractual agreement with a private entity to serve as a Corridor Manager. The Corridor Manager may act as the central project leader and take on responsibilities such as business development, design, construction, finance, and long-term operation and maintenance. U.S. DOT seeks to maximize optionality for State departments of transportation and railroad ROW owners in selecting the delivery and construction method that is the best fit for their specific state or regions and will provide technical assistance, tools and resources to assist delivery of the project.

One likely delivery method for AGCC projects on either highway or rail corridors will be developing an underground utility tunnel capable of colocating multiple infrastructure items. Benefits of undergrounding vary by geography but can include economies of scale from digging once, greater reliability and resiliency of utilities, improved public safety risks and making efficient use within corridors located in high population areas. For underground AGCC projects, the Corridor Manager can be responsible for building the underground utility tunnel and leasing space to the utility and telecommunication companies. The Corridor Manager can also manage those leases and collect/share revenue with the ROW owners based on pre-negotiated contractual terms or resource sharing agreements. In some cases, these underground utility tunnels or conduits may be eligible for financing by the Build America Bureau's TIFIA or RRIF loans or Department of Energy (DOE)'s Energy Dominance Financing (EDF). While the utility items themselves may be financed in part by federal loan programs such as EDF, or the Environmental Protection Agency (EPA), they could also be financed directly by private sector or utility companies to avoid requiring compliance with certain federal regulations. U.S. DOT will bring to bear sufficient resources and prioritization to expedite environmental review (NEPA) while also working in concert with federal permitting agencies to provide the necessary permits for these projects for all utilities up front. Operating in this way can provide certainty to the ROW owner and businesses looking to

access these corridors that all environmental and permitting is completed.

For AGCC highway projects that choose above ground utilities in the ROW, the Corridor Manager can be involved in any development of utility infrastructure working directly with the utility and telecommunications companies, the details of which will be negotiated by those private parties. The Corridor Manager can also be responsible for the same lease negotiation, revenue collection or resource sharing activities listed above. Project sponsors who choose above ground—or a hybrid approach—electric transmission and colocation of related infrastructure items may receive the same concierge environmental and permitting expedition by U.S. DOT and other federal agencies. Regardless of the building method employed by project sponsors, U.S. DOT may favor applications for AGCC designation in states and regions that have state-level environmental policies, utility accommodation policies and permitting policies that are in sync with the environmental and permitting streamlining at the federal level.

## III. AGCC Designation

The Department will establish a process to designate and prioritize AGCC candidates to receive technical assistance and concierge services with a focus on planning, siting, permitting, and financing. DOT intends to designate up to five AGCCs per year. The broad AGCC colocation and P3 concept may be utilized by any ROW owners, regardless of official AGCC designation, and the Department will provide informational resources to support broader application of the concept. However, only designated AGCCs would receive specialized Federal concierge services. To maximize these benefits, ROW owners should align their state and utility accommodation policies with the concierge services being introduced by Federal partners.

It is envisioned that the Department will establish an interagency Federal task force to provide technical assistance and coordination for the designated AGCCs. Each designated AGCC would have dedicated Federal points of contact to provide concierge services aimed at reducing administrative delays, minimizing interagency conflicts, maximizing available financial resources, and lowering compliance costs. The Federal task force efforts would focus on two primary areas:

1. Streamlining and Expediting NEPA Review and Permitting Processes: Each

designated corridor's Federal point of contact will be responsible for convening and coordinating resource agencies to ensure compliance with NEPA and other related environmental laws and regulatory requirements. This will include reviewing potential project impacts and recommending a NEPA class of action, with an emphasis on utilizing available categorical exclusions (CEs). This permitting concierge service will also include convening relevant Federal permitting agencies to prioritize and coordinate the necessary Federal permits in an expedited manner and to the fullest extent of the law allowed under One Federal Decision.

2. Streamlining and Unifying Access to Federal Funding and Financing Programs: Designated corridors would receive technical assistance to apply for planning grants, use technology tools, and navigate state level environmental reviews and utility accommodation policies.

While the availability of the Federal task force concierge services would be limited to designated AGCCs, the broader transportation community will benefit from the resources, best practices, and lessons learned developed through this effort.

#### IV. Key Elements of AGCC Designation Process

DOT intends to solicit proposals from ROW owners through an annual Request for Expressions of Interest (RFEI). The AGCC Federal task force would screen proposals for alignment with AGCC goals related to market demand, corridor readiness, financial feasibility, streamlining efforts, and stakeholder support, and may provide geospatial resources to support the identification of corridors that are good AGCC candidates. The task force would also consider State and local commitments to streamline and expedite permits and environmental reviews and provide funding and financing incentives while evaluating AGCC proposals. The Federal task force intends to prioritize longer multi-state corridors with regional significance.

#### V. Request for Information

DOT seeks comments and recommendations from all interested stakeholders regarding the AGCC model and the proposed elements of DOT's anticipated approach to implementing the voluntary, applicant-driven AGCC designation process as described above. In addition, DOT seeks comments and recommendations on the following specific questions:

1. What are the most critical challenges and barriers to deploying the

AGCC concept as described in the RFI? How can these challenges and barriers be mitigated? What actions and resources can the Federal government provide to help mitigate these barriers? Please consider factors such as:

- a. Technical feasibility, including proximity, construction, and other technical feasibility considerations and/or limitations of colocating utilities in the transportation ROW and/or of colocating multiple utilities within an underground tunnel (channel) or above ground in the outer limits of the ROW.
- b. Safety during construction, operations, and maintenance.
- c. Siting, planning, and permitting.
- d. Funding and financing, design, development, construction, operations, and maintenance.
- e. Construction timeliness.
- f. Federal and State regulations and policies.
- g. Community engagement and acceptance.
- h. Market limitations.

2. What can be done to minimize challenges and complexities or maximize opportunities for projects that cross jurisdictional borders? Please consider factors such as:

- a. Revenue sharing across transportation and utility jurisdictions.
- b. Financial and operational liability across transportation and utility jurisdictions.
- c. Utility service across transportation utility jurisdictions.
- d. Interstate cooperation and coordination.
- e. Laws, regulation, and utility accommodation policies.

3. What are challenges, complexities, opportunities, and recommendations related to the proposed voluntary AGCC P3 model described in this RFI? How can the Federal government support procurement in this context? In your response, consider the template P3 Term Sheet developed by the Build America Bureau [<https://www.transportation.gov/grants/agcc/p3-term-sheet-example>]. This document is intended solely for illustrative purposes and does not constitute prescriptive guidance or requirements from the U.S. Department of Transportation.

4. What forms of technical assistance or support would help ROW owners, utilities, and project developers more effectively deploy AGCC corridors? Specifically consider the types of support that would be most helpful from the Federal interagency task force, considering the anticipated support described in this RFI.

5. Please comment on the approach to designate AGCCs described in this RFI. What are the potential positive and

negative impacts of such an approach? How could this process be altered or improved?

6. Would the AGCC model accelerate deployment of power and communications infrastructure versus traditional greenfield projects? What are the potential regional economic and industrial development impacts of the AGCC model compared to traditional greenfield projects?

7. A goal of AGCC is to leverage opportunities to co-develop utility projects in support of increased affordability for utility ratepayers. AGCC seeks to catalyze opportunities for diverse, least-cost, least-risk resources which will not unnecessarily increase utility rates. Are there design elements of AGCC that are important to consider to ensure success of this goal?

#### VI. Disclaimer

This is solely a request for information; DOT is not accepting expressions of interest in response to this RFI. DOT may or may not elect to issue an RFEI in the future based on or related to the content and responses to this RFI. Respondents may respond to as many or as few questions or topics as they wish. DOT will not respond to individual submissions or publish a compendium of responses. DOT may request clarification of responses to this RFI through direct contact with respondents. Any information obtained as a result of this RFI is intended to be used by the Government on a non-attribution basis for planning and strategy development. Responses to this RFI will be treated as information only. Responses to this RFI do not bind DOT to any further actions related to these topics.

#### VII. Confidential Business Information

Because information received in response to this RFI may be used to structure future programs and/or be made available to the public, respondents are strongly advised NOT to include any information in their responses that might be considered business sensitive, proprietary, or otherwise confidential. If a respondent chooses to submit business sensitive, proprietary, or otherwise confidential information, it must be clearly and conspicuously marked as such in the response. Failure to comply with these marking requirements may result in the disclosure of the unmarked information under the Freedom of Information Act or otherwise. The U.S. Federal Government is not liable for the disclosure or use of unmarked information and may use or disclose such information for any purpose.

Signed in Washington, DC, on August 13, 2026.

**Morteza Farajian,**

*Executive Director, Build America Bureau.*

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## DEPARTMENT OF THE TREASURY

[Docket ID No. TREAS-DO-2026-0430]

### Designation of Databases to the Do Not Pay Working System

**AGENCY:** Departmental Offices, Department of the Treasury.

**ACTION:** Notice of designation.

Pursuant to 31 U.S.C. 3354(b)(2), the Director of the Office of Management and Budget has delegated authority to the Secretary of the Treasury to

designate additional databases for inclusion in the Do Not Pay Working System when those databases substantially assist in preventing improper payments. Section 3354(b)(2) requires the Department of the Treasury (Treasury) to provide public notice and an opportunity for comment prior to designating additional databases for inclusion in the Do Not Pay Working System. In fulfillment of this requirement, Treasury published a notice on June 25, 2026, proposing the designation of the U.S. legal entity dataset of OpenCorporates Limited ("OpenCorporates"), which comprises publicly available business registration information sourced from official U.S. state and territory public registries. Treasury received no comments on the proposed designation during the 15-day comment period.

Treasury has determined that the designation of OpenCorporates' U.S. legal entity dataset to the Do Not Pay Working System should proceed. Effective immediately, Treasury designates OpenCorporates' U.S. legal entity dataset to the Do Not Pay Working System.

#### FOR FURTHER INFORMATION CONTACT:

Office of the Fiscal Assistant Secretary, U.S. Department of the Treasury, Office of the Fiscal Assistant Secretary, 1500 Pennsylvania Avenue NW, Washington, DC 20220, Telephone (202) 622-2000 or Email [AmericasBankAccountEO@treasury.gov](mailto:AmericasBankAccountEO@treasury.gov).

**Gary Grippo,**

*Acting Fiscal Assistant Secretary, U.S. Department of the Treasury.*

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