

Type of Review: Renewal of an information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on September 1, 2022 (87 FR 53283). No comments were received in response to this Notice. The FAAAMS establishes policies and internal procedures for FAA acquisition. Section 348 of Public Law 104–50 directed FAA to establish an acquisition system. The information collection is carried out as an integral part of FAA’s acquisition process. Various portions of the AMS describe information needed from vendors seeking or already doing business with FAA. FAA contracting offices collect the information to plan, solicit, award, administer and close individual contracts. FAA’s small business office collects information to promote and increase small business participation in FAA contracts. Activities for this information collection involve the reporting of information. Responses are voluntary in some cases, but in other cases are required to obtain a benefit (such as responses to Requests for Offers leading to award of a contract). These information collection practices aid in ensuring AMS compliance at large.

FAAAMS requires information collection through a series of forms in the areas of (1) Solicitations and (2) Post-Award Contract Administration. The specific information collected varies by the nature of each form. It is important to note the FAA uses forms specific to the agency. FAA uses forms similar to government wide standard forms. The FAA forms differ from standard forms as they are tailored or prescribed by FAAAMS. Though the forms differ, they do however largely mirror their counterpart standard forms while containing minor editorial changes to account for them being prescribed by the FAAAMS.

IC–1 Solicitations—The FAA utilizes solicitations to evaluate vendor-specific technical solutions, capabilities, and other qualifications such as subcontracting plans that may result in the award of a contract for a defined FAA need. The extent and nature of the information required from vendors varies depending on the nature of the goods and/or services procured, as well as the size and complexity of the FAA requirements.

Respondents: Contractors with an interest in or involved with FAA Acquisitions: 3,461.

Frequency: 1 time.

Estimated Average Burden per Response: 3 hours.

Estimated Total Annual Burden: 10,383 hours.

IC–2 Post-Award Contract Administration—Depending on the complexity and size of the contract, various activities are ongoing after contract award in areas such as bonds (e.g., construction contracts), small business subcontracting (e.g. applying to large businesses), the tracking and management of Government Property, and invoicing. Contract modifications vary from routine administrative updates to major additions of work.

Respondents: Contractors with an interest in or involved with FAA Acquisitions: 30,177.

Frequency: 3 times.

Estimated Average Burden per Response: 23 hours.

Estimated Total Annual Burden: 702,213 hours.

Issued in Washington, DC, on December 20, 2022.

Michelle G. Brune,

Division Manager, Acquisition Policy Division (AAP–100).

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2022–0107]

Agency Information Collection Activities; Renewal of an Approved Information Collection: Designation of Agents, Motor Carriers, Brokers and Freight Forwarders

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public comment. FMCSA requests approval to renew an ICR titled “Designation of Agents, Motor Carriers, Brokers and Freight Forwarders,” OMB control number 2126–0015. This is necessary to provide motor carriers, property brokers, and freight forwarders a means of meeting process agent requirements. No comments were received from the 60-day **Federal Register** publication.

DATES: Comments on this notice must be received on or before January 26, 2023.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

FOR FURTHER INFORMATION CONTACT:

Lorenzo Allen, Office of Registration, DOT, FMCSA, 6th Floor, West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; 202–385–2465; lorenzo.allen@dot.gov.

SUPPLEMENTARY INFORMATION: *Title:* Designation of Agents, Motor Carriers, Brokers and Freight Forwarders.

OMB Control Number: 2126–0015.

Type of Request: Renewal.

Respondents: Motor carriers, freight forwarders and brokers.

Estimated Number of Respondents: 20,649.

Estimated Time per Response: 10 minutes, or 0.167 hours.

Expiration Date: January 31, 2023.

Frequency of Response: On occasion.

Estimated Total Annual Burden: 3,448 hours (20,649 respondents × 0.167 hours per response).

Background

The Secretary of Transportation (Secretary) is authorized to register motor carriers under the provisions of 49 U.S.C. 13902; freight forwarders under the provisions of 49 U.S.C. 13903; and property brokers under provisions of 49 U.S.C. 13904. These persons may conduct transportation services only if they are registered pursuant to 49 U.S.C. 13901. The Secretary delegated authority pertaining to these registration requirements to FMCSA in 49 CFR 1.73(a)(5).

Registered motor carriers, brokers, and freight forwarders must designate an agent on whom service of notices in proceedings before the Secretary may be made (49 U.S.C. 13303). Registered motor carriers must also designate an agent for every State in which they operate and traverse in the United States during such operations, on whom process issued by a court may be served in actions brought against the registered motor carrier (49 U.S.C. 13304, 49 CFR 366.4T). Every broker shall make a designation for each State in which its offices are located or in which contracts are written (49 U.S.C. 13304, 49 CFR 366.4T). Regulations governing the designation of process agents are found at 49 CFR part 366. This designation is filed with FMCSA on Form BOC–3, “Designation of Agents for Service of Process.”

For this renewal, the program's annual burden hours decreased from 6,508 to 3,448. This is due to an updated estimate of the number of respondents and responses.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) whether the proposed collection is necessary for the performance of FMCSA's functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority of 49 CFR 1.87.

Thomas P. Keane,

Associate Administrator, Office of Research and Registration.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2022-0235]

Agency Information Collection Activities; New Information Collection: Crash Causal Factors Program: Knowledge of Systems and Processes

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public comment. This ICR relates to the planned "Study of Commercial Motor Vehicle Crash Causation," mandated by Congress in the Infrastructure and Investment Jobs Act (IIJA). To plan and execute this study, FMCSA must collect information from the States and local jurisdictions to understand their interest or ability to participate in the study; existing crash data collection processes, systems, and resources; and commercial motor vehicle (CMV) enforcement funding mechanisms and sources.

DATES: Comments on this notice must be received on or before February 27, 2023.

ADDRESSES: You may submit comments identified by Federal Docket Management System (FDMS) Docket

Number FMCSA-2022-0235 using any of the following methods:

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

- **Fax:** 1-202-493-2251.

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

- **Hand Delivery or Courier:** U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12-140, Washington, DC, 20590-0001 between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

Instructions: All submissions must include the Agency name and docket number. For detailed instructions on submitting comments, see the Public Participation heading below. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

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

Privacy Act: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy.

Public Participation: The Federal eRulemaking Portal is available 24 hours each day, 365 days each year. You can obtain electronic submission and retrieval help and guidelines under the "FAQ" section of the Federal eRulemaking Portal website. If you want us to notify you that we received your comments, please include a self-addressed, stamped envelope or postcard, or print the acknowledgement page that appears after submitting comments online. Comments received after the comment closing date will be included in the docket and will be considered to the extent practicable.

FOR FURTHER INFORMATION CONTACT: Kelly Stowe, Office of Analysis, Research, and Technology/Research Division, DOT, FMCSA, West Building 6th Floor, 1200 New Jersey Avenue SE, Washington, DC 20590-0001; 617-386-6807; kelly.stowe@dot.gov.

SUPPLEMENTARY INFORMATION:

Background: On December 27, 2020, the Consolidated Appropriations Act, 2021 (Pub. L. 116-260), was signed into law, appropriating \$30 million to FMCSA to "carry out [a] study of the cause[s] of large truck crashes." On November 14, 2021, the President signed into law the IIJA (Pub. L. 117-58), which contains requirements for a larger study under section 23006, "Study of Commercial Motor Vehicle Crash Causation." The requirements under section 23006 define the scope of the study to include all CMVs as defined in 49 U.S.C. 31132.

Section 23006(b)(1) of the IIJA requires the Secretary to "carry out a comprehensive study to determine the causes of, and contributing factors to, crashes that involve a commercial motor vehicle." Section 23006(b)(2) further requires the Secretary to:

- Identify data requirements, data collection procedures, reports, and any other measures that can be used to improve the ability of States and the Secretary to evaluate future crashes involving commercial motor vehicles;
- Monitor crash trends and identify causes and contributing factors; and
- Develop effective safety improvement policies and programs.

To meet the requirements of section 23006, FMCSA is establishing a Crash Causal Factors Program. Through this program, FMCSA will execute a multi-phased study of crash causal factors, with Phase 1 focused on fatal crashes involving Class 7/8 large trucks. This Phase 1 effort is referred to as the Large Truck Crash Causal Factors Study. Future phases of the study will focus on different CMV populations (such as medium-duty trucks) or crash severities (e.g., serious injury crashes).

Congress anticipated that FMCSA would need to consult with the States and a variety of other experts when planning and executing the study, as noted in section 23006(d), which reads: "In designing and carrying out the study, the Secretary may consult with individuals or entities with expertise on—

- Crash causation and prevention;
- Commercial motor vehicles, commercial drivers, and motor carriers, including passenger carriers;
- Highways and noncommercial motor vehicles and drivers;
- Federal and State highway and motor carrier safety programs;
- Research methods and statistical analysis; and
- Other relevant topics, as determined by the Secretary."

This information collection (IC) will collect data from Federal, State, and