complementary technologies) as described in this RFI?

2. What perception, machine vision, and sensor fusion technologies (and other sensing modalities or combinations) are best suited to an effective intersection safety and VRU and vehicle warning system?

3. What real-time image and data analysis techniques are best suited to provide the required machine vision and perception for an effective intersection safety system?

4. What techniques are most effective in providing real-time vehicle and VRU path planning and prediction capabilities at fixed roadway intersections?

5. What new and emerging technologies can enhance machine-based decision making at intersections—including determining potential vehicle-VRU conflicts, incidents, dilemma zones, and encroachment in real-time?

6. What is the potential role of AI and/or ML in perception, image analysis, data analysis and decision-making at intersections, both in real-time and asynchronously? What is the potential for real-time learning and group learning across a number of similarly-equipped intersections?

7. How could such a system work effectively with all types of VRUs (pedestrians, bicyclists, wheel-chair users, users of electric scooters, etc.) and all types of vehicles (cars, trucks, vans, transit buses, commercial vehicles, etc.)?

(B) System Installation and Deployment

1. How can the required installation, setup and calibration requirements for a perception and decision-making based intersection safety system be minimized?

2. What pedestrian and VRU alerting and warning methodologies and systems would be most useful, including for example, visual (or projected), audible, haptic, connected, other?

3. What vehicle driver alerting and warning systems would be most useful, to alert drivers in real-time of impending conflicts at intersections?

4. What potential modes of connectivity, such as V2X (V2N, V2P, V2V, V2I . . .), cellular or Wi-Fi, for connecting vehicles, infrastructure, signals, and VRUs, would be most useful and effective to assure the greatest degree of accessibility for all intersection users?

5. What industry standards, best practices, processes, protocols, and interoperability requirements and capabilities are needed or best suited for the development of an effective intersection safety system?

6. How can interfaces with traffic signal controllers and traffic management systems be best implemented? What data storage and curation of the system performance history (on-board, at the edge or in the cloud) are required?

7. How can issues related to reduced visibility (*e.g.,* night-time, low light, bad weather) be addressed and mitigated during both the development and deployment of an effective intersection safety system?

8. Are there any existing research and development efforts, deployments, or pilot demonstrations underway that aim to provide some or all of the capabilities described in this RFI?

(C) Human Factors and Performance Measurement

1. What human behavioral considerations are most important in the implementation of an intersection safety system to ensure maximum VRU and driver compliance with the warnings and alerts provided?

2. What are the most relevant human factors, cognition and human-machine interface (HMI) considerations for both VRUs and drivers to ensure the maximum efficacy of an intersection safety system?

3. What metrics, key performance indicators, and measures of success are important for determining the performance and efficacy of an intersection safety system?

4. How would testing and validation of an intersection safety system best be accomplished before full system deployment at active intersections?

5. How can a testing and validation plan be devised that would balance testing and development safety with the ultimate real-world performance of an intersection safety system?

6. What performance data would be required to validate the testing and efficacy of an intersection safety system, and how could that performance data be generated?

7. What measurement and statistical approaches are applicable to real-time decision-making at intersections? How can decision or warning errors be minimized (*e.g.,* through reducing false positives and/or false negatives)?

(D) Development Costs and Time to Deployment

1. What is the potential schedule and cost to develop an effective intersection safety system? What are the potential future hardware and software ''stack'' costs for a system that can be deployed at the scale of (for example) 100,000 commercial installations after 3–5 years of development?

2. What equity considerations factor into the potential testing, implementation, and deployment of an effective intersection safety system?

3. What team composition of development, commercialization and deployment partners would be required to achieve the successful commercialization and deployment of such a system?

4. For what proportion of intersections (signalized and/or unsignalized) would such a system be well-suited? What characteristics or measures are important in determining whether a specific intersection is well-suited for the implementation of an effective intersection safety system? How could such a system be further developed or adapted for use in rural areas?

5. What are the installation, calibration, training, maintenance, and operating considerations for deployment of such a system across its full life-cycle by a range of potential end-users, including State, local, Tribal and territorial DOTs, cities and towns?

(E) Please Comment on Any Other Issues Relevant to the Development, Commercialization, and Deployment of an Effective Intersection Safety System

Confidential Business Information

Do not submit information whose disclosure is restricted by statute, such as trade secrets and commercial or financial information (hereinafter referred to as Confidential Business Information ''CBI'') to *Regulations.gov*. Comments submitted through *Regulations.gov* cannot be claimed as CBI. Comments received through the website will waive any CBI claims for the information submitted.

Issued in Washington, DC, on September 13, 2022.

Robert C. Hampshire,

Deputy Assistant Secretary for Research and Technology.

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BILLING CODE 4910–9X–P

DEPARTMENT OF THE TREASURY

Agency Information Collection Activities; Submission for OMB Review; Comment Request; Multiple Internal Revenue Service (IRS) Information Collection Requests

AGENCY: Departmental Offices, Department of the Treasury.

ACTION: Notice of information collection, request for comment.

SUMMARY: The Department of the Treasury will submit the following information collection requests to the Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995, on or after the date of publication of this notice. The public is invited to submit comments on these requests.

DATES: Comments should be received on or before October 17, 2022 to be assured of consideration.

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 particular information collection by selecting ''Currently under 30-day Review—Open for Public Comments'' or by using the search function.

Copies of the submissions may be obtained from Melody Braswell by emailing *PRA@treasury.gov,* calling (202) 622–1035, or viewing the entire information collection request at *www.reginfo.gov.*

SUPPLEMENTARY INFORMATION:

Internal Revenue Service (IRS)

1. Title: IVES Request for Transcript of Tax Return.

OMB Number: 1545–1872.

Form Number: 4506–C.

Abstract: Internal Revenue Code section 7513 allows taxpayers to request a copy of a tax return or related products. Form 4506–C is used to permit the cleared and vetted Income Verification Express Service (IVES) participants to request tax return information on the behalf of the authorizing taxpayer.

Current Actions: There are changes being made to the form at this time.

The following changes are being implemented:

- Make changes in coordination with Taxpayer First Act (TFA) for 2023 implementation;
- Add IVES participant number;
- Add IVES client name and contact information;
- Add optional Field Unique Identifier;
- Provide a clearer separation of requesting tax transcripts (line 6) vs informational transcripts (line 7);
- Updated signature requirement for each taxpayer;
- Add checkbox for electronically signed forms;
- Add checkbox for forms authorized by Authorized Representatives.

Additionally, IRS is making an administrative change to move the Form 4506–T from being approved under OMB control 1545–1872 to 1545–2154.

Type of Review: Revision of a currently approved collection.

Affected Public: Business or other for-profit organizations, individuals or households, farms, and Federal, state, local, or tribal governments.

Estimated Number of Respondents: 15,370,941.

Estimated Time per Respondent: 0.92 hours.

Estimated Total Annual Burden Hours: 14,141,266.

2. Title: Request for Transcript of Tax Return and Disclosure of returns and return information.

OMB Number: 1545–2154.

Regulation Project Numbers: 4506–T, 4506T–EZ and 4506T–EZ(SP).

Abstract: Form 4506–T is used to request all products except copies of returns. The information provided will be used to search the taxpayers account and provide the requested information and to ensure that the requestor is the taxpayer, or someone authorized by the taxpayer to obtain the documents requested. Individuals can use Form 4506T–EZ to request a tax return transcript that includes most lines of the original tax return. The tax return transcript will not show payments, penalty assessments, or adjustments made to the originally filed return. Form 4506T–EZ (SP) is the Spanish translated version of the Form 4507T–EZ. It is also used to request a tax return transcript that includes most lines of the original tax return.

Current Actions: There are changes being made to the form at this time.

The following changes are being implemented:

Form 4506–T:

- Example for tax year/period updated;
- Removal of Line 5 (Customer File Number).

Form 4506T–EZ:

- Removal of Line 5 (Customer File Number).

Additionally, IRS is making an administrative change to move the Form 4506–T from being approved under OMB control 1545–1872 to 1545–2154.

Type of Review: Revision of a currently approved collection.

Affected Public: Individuals or Households, Farms, and Businesses and other for-profit organizations.

Estimated Number of Respondents: 2,812,960.

Estimated Time per Respondent: 0.78 hours.

Estimated Total Annual Burden Hours: 2,203,485.

Authority: 44 U.S.C. 3501 *et seq.*

Melody Braswell,

Treasury PRA Clearance Officer.

[FR Doc. 2022–20079 Filed 9–15–22; 8:45 am]

BILLING CODE 4830–01–P

DEPARTMENT OF THE TREASURY

Agency Information Collection Activities; Submission for OMB Review; Comment Request; Departmental Offices Information Collection Requests

AGENCY: Departmental Offices, Department of the Treasury.

ACTION: Notice.

SUMMARY: The Department of the Treasury will submit the following information collection requests to the Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995, on or after the date of publication of this notice. The public is invited to submit comments on these requests.

DATES: Comments should be received on or before November 15, 2022 to be assured of consideration.

ADDRESSES: Send comments regarding the burden estimate, or any other aspect of the information collection, including suggestions for reducing the burden, by the following method: Federal E-rulemaking Portal: *http://www.regulations.gov.* Follow the instructions for submitting comments. Refer to Docket Number TREAS–DO–2022–0016 and the specific Office of Management and Budget (OMB) control number 1505–0267. For questions related to these programs, please contact David Meyer by emailing *ecip@treasury.gov* or calling (202) 819–3127. Additionally, you can view the information collection requests at *www.reginfo.gov.*

SUPPLEMENTARY INFORMATION:

Title: Emergency Capital Investment Program.

OMB Control Number: 1505–0267.

Type of Review: Extension of a currently approved collection.

Description: The Consolidated Appropriations Act, 2021, signed into law on December 27, 2020, added Section 104A of the Community Development Banking and Financial Institutions Act of 1994 (the ''Act''). Section 104A authorizes the Secretary of the Treasury to establish the Emergency Capital Investment Program (Program) to support the efforts of low- and moderate-income community financial institutions to, among other things,