

reasons for the difference between the overall goal and the recipient's awards and commitments in that fiscal year; and (2) establish specific steps and milestones to correct the problems the recipient identified in its analysis and to enable the recipient to meet fully its goal for the new fiscal year. CORE 30 airports or other airports designated by the FAA must submit, within 90 days of the end of the fiscal year, the analysis and corrective actions developed under section 23.57 to the FAA for approval and must retain the analysis and corrective actions for three years. Recipients that are not a CORE 30 airport must retain the analysis and corrective actions in their records for three years and make them available to the FAA, on request, for their review.

The FAA received total annual burden hours from two recipients, one small hub airport and another medium hub size airport, ranging from 2 to 40 hours. The total annual cost burden was calculated based on the average of these two recipients (small and medium hub size) responses, ranging from \$80–\$2,800.

*Respondents:* Recipients of FAA grants for Airport Development.

*Number of Respondents:* 90.

*Frequency:* Annually depending on if the awards and commitments shown on a recipient's Uniform Report of ACDBE Participation at the end of any fiscal year are less than the overall goal applicable to that fiscal year.

*Number of Responses:* 90.

*Total Annual Burden:* 1,890 hours and \$1,440 per respondent.

## 6. Requirements Relating to Approval of Long-Term, Exclusive (LTE) Agreements.

Paragraph (a) of section 23.75 prohibits recipients from entering into "long-term, exclusive agreements" (LTE) for concessions without prior FAA approval, based on very limited conditions which are outlined in the regulation. This general prohibition is designed to limit the situation where an entire category of business activity is not subject to competition for an extended period of time through the use of an LTE agreement. Paragraph (c) of section 23.75 requires recipients to submit to the FAA various documents and information to obtain approval from the FAA of a long-term exclusive (LTE) agreement. The required information includes the following items:

- A description of the special local circumstances that warrant a long-term, exclusive agreement;
- A copy of the draft and final leasing and subleasing or other agreements with specific provisions;

- Assurances that any ACDBE participant will be in an acceptable form, such as a sublease, joint venture, or partnership;

- Documentation that ACDBE participants are properly certified;

- A description of the type of business or businesses to be operated e.g., location, storage and delivery space, "back-of-the-house facilities" such as kitchens, window display space, advertising space, and other amenities that will increase the ACDBE's chance to succeed;

- Information on the investment required on the part of the ACDBE and any unusual management or financial arrangements between the prime concessionaire and ACDBE; and

- Information on the estimated gross receipts and net profit to be earned by the ACDBE.

The collection of information under this section is necessary for FAA to carry out oversight responsibilities in determining whether special local circumstances warrant approval of an LTE agreement.

The FAA received total annual burden hours from eight recipients, two of each hub size (nonhub, small, medium and large), ranging from 0 to 20 hours. The total annual cost burden was calculated based on the average of two recipients (small and medium hub size) responses ranging from \$2,000–\$5,000.

*Respondents:* Recipients of FAA grants for Airport Development.

*Number of Respondents:* 7.

*Frequency:* Annually depending on the number of leases and/or contracts with prime concessionaires that are long-term, exclusive agreements and require FAA approval.

*Number of Responses:* 7.

*Total Annual Burden:* 2,376 hours and \$3,500 per respondent.

*Authority:* The Paperwork Reduction Act of 1995, 44 U.S.C. chapter 35, as amended; and 49 CFR 1.48.

Issued in Washington, DC, on March 15, 2022.

**Marc D. Pentino,**

*Associate Director, Disadvantaged Business Enterprise Programs Division, Departmental Office of Civil Rights, Office of the Secretary, U.S. Department of Transportation.*

[FR Doc. 2022–05760 Filed 3–17–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA–2022–0357]

### Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval for a new information collection. The collection requires responses to questions regarding an individual's identity in order to gain access to U.S. Federal Government web applications. The information to be collected will be used to verify the requestor's identity and create a user account.

**DATES:** Written comments should be submitted by May 17, 2022.

**ADDRESSES:** Please send written comments:

*By Electronic Docket:*  
[www.regulations.gov](http://www.regulations.gov) (Enter docket number into search field).

*By mail:* Christopher K. Brimage, 6500 S MacArthur Boulevard, ARB–115, Oklahoma City, OK 73169.

*By fax:* 405–954–5798.

**FOR FURTHER INFORMATION CONTACT:** Christopher K. Brimage by email at: [kyle.brimage@faa.gov](mailto:kyle.brimage@faa.gov); phone: 405–596–9143.

### SUPPLEMENTARY INFORMATION:

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

*OMB Control Number:* 2120–XXXX.

*Title:* MyAccess Non-credentialed User Access Requests.

*Form Numbers:* No forms.

*Type of Review:* New Collection.

*Background:* Uncredentialed users requesting access to web-based applications published by the Federal

Aviation Administration or other United States Federal Government entities are required to identify themselves. The proposed collection of information will be used to positively identify the user requesting access and create a user account.

The identification of the requesting user is based on answers provided via a web interface that are matched against sources such as public records, mobile accounts, credit reporting bureaus and other available data. If a positive identification is made some of the collected information is used to create a user account to allow the user access to the requested web application.

**Respondents:** Any un-credentialed individual who requests a user account to access web applications published by the FAA or other U.S. Federal Government entity that is integrated with the MyAccess program.

**Frequency:** The collection is done one time for each new account request.

**Estimated Average Burden per Response:** ~0.07 hours (~4 minutes).

**Estimated Total Annual Burden:** ~0.07 hours (~4 minutes).

Issued in Oklahoma City, OK, March 15th, 2022.

**Christopher K. Brimage,**

*Information Technology Specialist, Enterprise Search & Integration Services Branch (ADE-330)—Solution Delivery Directorate, AIT, AFN, FAA, USDOT.*

[FR Doc. 2022-05742 Filed 3-17-22; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2021-0189]

#### Agency Information Collection Activities; Renewal of an Approved Information Collection: Hours of Service (HOS) of Drivers Regulations

**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, the Federal Motor Carrier Safety Administration (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. The FMCSA requests approval to renew an ICR titled, "Hours of Service (HOS) of Drivers Regulations." The HOS

regulations require a motor carrier to install, and requires each of its drivers subject to the record of duty status (RODS) rule to use, an electronic logging device (ELD) to report the driver's RODS. The RODS is critical to FMCSA's safety mission because it helps enforcement officials determine if commercial motor vehicle (CMV) drivers are complying with the HOS rules limiting driver on-duty and driving time and requiring periodic off-duty time.

**DATES:** Comments on this notice must be received on or before May 18, 2022.

**ADDRESSES:** You may submit comments identified by Federal Docket Management System (FDMS) Docket Number FMCSA-2021-0189 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:* Docket Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12-140, 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. E.T., 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 <http://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 <http://www.regulations.gov>, and follow the online instructions for accessing the dockets, or go to the street address listed above. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Dockets Operations.

**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](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://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:** Ms. Pearlie Robinson, FMCSA Driver and Carrier Operations Division, DOT, FMCSA, West Building 6th Floor, 1200 New Jersey Avenue SE, Washington, DC 20590. Telephone: 202-366-4225. Email: [MCPSPD@dot.gov](mailto:MCPSPD@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

On December 16, 2015, the final rule titled "Electronic Logging Devices and Hours of Service Supporting Documents" was published (80 FR 78292). It became effective February 16, 2016. The FMCSA established minimum performance and design standards for ELDs and mandated use of these devices by drivers who are subject to the HOS reporting requirements. Drivers using compliant automatic on-board recorders had until December 16, 2019, to replace the devices with ELDs. As a condition of receiving certain federal grants, States agree to adopt and enforce the Federal Motor Carrier Safety Regulations, including the HOS rules, as State law. As a result, State enforcement inspectors use the RODS and supporting documents to determine whether CMV drivers are complying with the HOS rules. In addition, FMCSA uses the RODS during on-site and offsite investigations of motor carriers. And, Federal and State courts rely upon the RODS as evidence of driver and motor carrier violations of the HOS regulations. This information collection supports the DOT's Strategic Goal of Safety because the information helps the agency ensure the safe operation of CMVs in interstate commerce on our Nation's highways.

##### Renewal of This Information Collection (IC)

The current IC burden estimate of the HOS rules, approved by OMB on July 31, 2019, is 41.04 million hours. The expiration date of the current ICR is July 31, 2022. Through this ICR renewal, FMCSA requests a revision of the paperwork burden of 2126-0001. The agency requests an increase in the