

Survey responses will be summarized and reported using plots, tables, content analysis, and calculated summary statistics. Plots and tables will provide a visual comparison of multiple choice and checkbox survey responses for successful carriers (*i.e.*, carriers in the RP Group) and those receiving interventions in the last 24 months (*i.e.*, carriers in the IE Group). These methods will also allow researchers to summarize responses by carrier operation type (*i.e.*, truck or bus) and size. Bar charts will be used to plot responses to many survey questions. Some survey responses may be summarized with tables with rows for each of the carrier operation types (truck or bus) and each carrier-size subgroup. To explore and summarize responses to open-ended survey questions, researchers will use content analysis methods. An illustration of an open-ended question in the survey is "List examples of critical safety-related maintenance activities for trailer vehicle milestones." The goal of content analysis of open-ended questions will be to identify common answers.

The results of this information collection will be documented in a technical report to be delivered to and published by FMCSA. In addition, the results will be used to create a "recommended best practices" report that will outline minimum standards for inspection intervals, mechanic qualifications and training, and certification of maintenance facilities. Finally, VTTI is required under the contract with FMCSA to compile and analyze the collected information and develop a public-use data set.

If this data collection does not take place, the truck and bus industry would continue to operate with the uncertainty of what a "systematic maintenance" program, as currently worded in § 396.3(a), consists of. This term's ambiguous definition makes it difficult for Federal and State inspectors to evaluate the effectiveness of a carrier's maintenance program or its compliance with this provision. Furthermore, this uncertainty may make it difficult for carriers to ascertain and therefore comply with the regulation's intent.

The 60-day notice for this collection was published on August 24, 2023 (88 FR 58057). The Agency received three comments.

The first comment was anonymous and asserted that fraud within the industry affected the industry's ability to perform maintenance that could enhance safety. Through the research enabled by this survey, the Agency seeks to assess the degree to which maintenance enhances safety.

The second comment was from a maintenance trainer who stated that 49 CFR 396.17 requires that periodic inspections beyond visual observation are required on an annual basis to certify that each vehicle passes maintenance requirements. The Agency agrees that periodic maintenance inspections that go beyond roadside visual inspections are an important part of a systematic maintenance program, and the research is taking into consideration the elements of periodic maintenance that impact carrier preventative maintenance programs.

The third comment was from the National Waste and Recycling Association (NWRA). NWRA suggests that the survey should recruit carriers that operate vocational short-haul trucks (*e.g.*, refuse hauler) because of the differences in duty cycles that affect maintenance. In particular, waste and recycling vehicles brake frequently as part of their duty cycle, which may have implications for maintenance and safety. The Agency agrees that a variety of highway and vocational truck and bus carriers will be recruited for the survey, but the recruitment and collection will be constrained to identifying carriers based on the recommended practices group and intervention effects group criteria.

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.

[FR Doc. 2023-25196 Filed 11-14-23; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA 2023-0026]

Agency Information Collection Activity Under OMB Review: Charter Service Operations

AGENCY: Federal Transit Administration, Department of Transportation.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to approve the extension of a currently approved information collection: Charter Service Operations.

DATES: Comments must be submitted before January 16, 2024.

ADDRESSES: To ensure that your comments are not entered more than once into the docket, submit comments identified by the docket number by only one of the following methods:

1. **Website:** www.regulations.gov. Follow the instructions for submitting comments on the U.S. Government electronic docket site. (Note: The U.S. Department of Transportation's (DOT's) electronic docket is no longer accepting electronic comments.) All electronic submissions must be made to the U.S. Government electronic docket site at www.regulations.gov. Commenters should follow the directions below for mailed and hand-delivered comments.

2. **Fax:** 202-366-7951.

3. **Mail:** U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001.

4. **Hand Delivery:** U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001 between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

Instructions: You must include the agency name and docket number for this notice at the beginning of your comments. Submit two copies of your comments if you submit them by mail. For confirmation that FTA has received your comments, include a self-addressed stamped postcard. Note that all comments received, including any personal information, will be posted and will be available to internet users, without change, to www.regulations.gov. You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000, (65 FR 19477), or you may visit www.regulations.gov. Docket: For access to the docket to read background documents and comments received, go to www.regulations.gov at any time. Background documents and comments received may also be viewed at the U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001 between

9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Micah Miller at (404) 865-5474, or email: Micah.Miller@dot.gov.

SUPPLEMENTARY INFORMATION: Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) the necessity and utility of the information collection for the proper performance of the functions of the FTA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection.

Title: Charter Service Operations.
OMB Number: 2132-0543.

Background: FTA's Charter Service Regulations protects private charter operators from unauthorized competition from FTA grant recipients. In essence, the charter regulations were implemented to ensure that transit agencies, subsidized with federal money, do not unfairly compete with privately owned bus companies. Under the charter rules, with limited exceptions, local transit agencies are restricted from operating chartered services.

Charter service means, but does not include demand response service to individuals:

- Transportation provided by a recipient at the request of a third party for the exclusive use of a bus or van for a negotiated price. The following features may be characteristic of charter service:
 - A third party pays the transit provider a negotiated price for the group,
 - Any fares charged to individual members of the group are collected by a third party,
 - The service is not part of the transit provider's regularly scheduled service, or is offered for a limited period of time, or
 - A third party determines the origin and destination of the trip as well as scheduling; or
- Transportation provided by a recipient to the public for events or functions that occur on an irregular basis or for a limited duration and:
 - A premium fare is charged that is greater than the usual or customary fixed route fare; or
 - The service is paid for in whole or in part by a third party.

There are limited exceptions when a grantee may provide charter service, including:

- Official government business,
 - Qualified Human Service Organizations (elderly, persons with disabilities, and low-income individuals),
 - When no registered charter provider responds to a notice sent by a recipient,
 - Leasing (must exhaust all available vehicles first),
 - By agreement with all registered charter providers,
 - Petitions to the Administrator:
- Events of regional or national significance, or hardship.
Respondents: Transit Agencies and Private Operators.
Estimated Annual Responses: 1,810 respondents.
Estimated Total Annual Burden: 359 hours.
Frequency: Annually, bi-annually, quarterly, and as required.

Nadine Pembleton,

Deputy Associate Administrator, Office of Administration.

[FR Doc. 2023-25184 Filed 11-14-23; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Fiscal Year 2024 Competitive Funding Opportunity: Innovative Coordinated Access and Mobility (ICAM) Pilot Program

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of funding opportunity (NOFO).

SUMMARY: The Federal Transit Administration (FTA) announces the opportunity to apply for \$4.7 million in Fiscal Year (FY) 2023 funding under the Innovative Coordinated Access and Mobility (ICAM) pilot program. This funding opportunity seeks to improve coordination to enhance access and mobility to vital community services for older adults, people with disabilities, and people of low income. As required by Federal public transportation law, funds will be awarded competitively as grants to finance innovative mobility management capital projects that will improve the coordination of transportation services and Non-Emergency Medical Transportation (NEMT) services. An additional \$4.8 million is authorized for FY 2024 and FTA may award additional funding that is made available to the program prior

to the announcement of project selections.

DATES: Applicants must submit completed proposals for each funding opportunity through the *GRANTS.GOV* "APPLY" function by 11:59 p.m. Eastern Time February 13, 2024. Prospective applicants should register as soon as possible on the *GRANTS.GOV* website to ensure they can complete the application process before the submission deadline.

ADDRESSES: Application instructions are available on FTA's website at <https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants> and in the "FIND" module of *GRANTS.GOV*. The *GRANTS.GOV* funding opportunity ID for the ICAM is FTA-2024-006-TPM-ICAM. Mail and fax submissions will not be accepted.

FOR FURTHER INFORMATION CONTACT: Destiny Buchanan, FTA Office of Program Management; Phone: (202) 493-8018; Email: Destiny.Buchanan@dot.gov.

SUPPLEMENTARY INFORMATION:

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A. Program Description

Section 3006(b) of the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94) authorizes FTA to award grants for ICAM pilot projects that improve the coordination of transportation services and NEMT services for transportation disadvantaged populations. The Infrastructure Investment and Jobs Act (the "Bipartisan Infrastructure Law" or "BIL") (Pub. L. 117-58) authorized funding for FY 2022 through FY 2026. Transportation disadvantaged populations include older adults, people with disabilities, and people of low income.

In the FY 2024 program, FTA intends to target funding for regional and statewide mobility management capital projects that support coordination and enable comprehensive community access, including access to NEMT, for underserved groups. In accordance with Performance Measure 3.1.9 in the Coordinating Council on Access and Mobility (CCAM)'s 2023-2026 Strategic Plan (<https://www.transit.dot.gov/>)