

approval. A list of certified TVMs is posted on FTA's web page at www.transit.dot.gov/TVM. Recipients should contact FTA before accepting bids from entities not listed on this web-posting.

In lieu of restricting eligibility to certified TVMs, a recipient may, with FTA's approval, establish project-specific goals for DBE participation in the procurement of transit vehicles.

For more information on DBE requirements, please contact Monica McCallum, FTA Office of Civil Rights, 206–220–7519, Monica.McCallum@dot.gov.

vi. Planning

FTA encourages applicants to notify the appropriate State Departments of Transportation and MPOs in areas likely to be served by the project funds made available under these initiatives and programs. Selected projects must be incorporated into the long-range plans and transportation improvement programs of States and metropolitan areas before they are eligible for FTA funding. As described under the evaluation criteria, FTA may consider whether a project is consistent with or already included in these plans when evaluating a project.

vii. Standard Assurances

The applicant assures that it will comply with all applicable Federal statutes, regulations, executive orders, directives, FTA circulars, and other Federal administrative requirements in carrying out any project supported by the FTA grant. The applicant acknowledges that it is under a continuing obligation to comply with the terms and conditions of the grant agreement issued for its project with FTA. The applicant understands that Federal laws, regulations, policies, and administrative practices might be modified from time to time and may affect the implementation of the project. The applicant agrees that the most recent Federal requirements will apply to the project, unless FTA issues a written determination otherwise. The applicant must submit the Certifications and Assurances before receiving a grant if it does not have current certifications on file.

vii. Reporting

Post-award reporting requirements include the electronic submission of Federal Financial Reports and Milestone Progress Reports. Applicant should include goals, targets, and indicators referenced in their application to the project in the Executive Summary of the TrAMS application. Recipients or

beneficiaries of funds made available through this NOFO are also required to regularly submit data to the National Transit Database. National Transit Database reports include total sources of revenue and complete expenditure reports for all public transportation operations, not just those funded by this project. Applicants partnering with a private operator should ensure that the private operator will meet all of the comprehensive reporting requirements of the National Transit Database.

FTA is committed to making evidence-based decisions guided by the best available science and data. In accordance with the Foundations for Evidence-based Policymaking Act of 2018 (Evidence Act), FTA may use information submitted in discretionary funding applications; information in FTA's Transit Award Management System (TrAMS), including grant applications, Milestone Progress Reports (MPRs), Federal Financial Reports (FFRs); transit service, ridership and operational data submitted in FTA's National Transit Database; documentation and results of FTA oversight reviews, including triennial and state management reviews; and other publicly available sources of data to build evidence to support policy, budget, operational, regulatory, and management processes and decisions affecting FTA's grant programs.

As part of completing the annual certifications and assurances required of FTA grant recipients, a successful applicant must report on the suspension or debarment status of itself and its principals. If the award recipient's active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of an award made pursuant to this Notice, the recipient must comply with the Recipient Integrity and Performance Matters reporting requirements described in Appendix XII to 2 CFR part 200.

G. Federal Awarding Agency Contacts

For further information concerning this notice, please contact the FTAFerryPrograms@dot.gov, or Vanessa Williams, by phone at (202) 366–4818 or Sarah Clements at (202) 366–3062. A TDD is available for individuals who are deaf or hard of hearing at 800–877–8339. In addition, FTA will post answers to questions and requests for clarifications on FTA's website at <https://www.transit.dot.gov/grants/fta-ferry-programs>. To ensure receipt of accurate information about eligibility or the program, the applicant is

encouraged to contact FTA directly, rather than through intermediaries or third parties. For issues with GRANTS.GOV, please contact GRANTS.GOV by phone at 1–800–518–4726 or by email at support@grants.gov. Contact information for FTA's regional offices can be found on FTA's website at <http://www.transit.dot.gov/>.

H. Other Information

This program is not subject to Executive Order 12372, "Intergovernmental Review of Federal Programs." FTA will consider applications for funding only from eligible recipients for eligible projects listed in Section C.

Nuria I. Fernandez,
Administrator.

[FR Doc. 2022–14692 Filed 7–8–22; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2022–0017]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; National Driver Register

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Notice and request for comments on an extension of a currently approved information collection.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) summarized below is being forwarded to the Office of Management and Budget (OMB) for review and approval. The ICR describes the nature of the information collection and its expected burden. This document describes a currently approved collection of information on NHTSA's National Driver Register for which NHTSA intends to seek approval from OMB for extension. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on March 28, 2022. No comments were received.

DATES: Comments must be submitted on or before August 10, 2022.

ADDRESSES: Written comments and recommendations for the proposed information collection, including

suggestions for reducing burden, should be submitted to the Office of Management and Budget at www.reginfo.gov/public/do/PRAMain. To find this particular information collection, select “Currently under Review—Open for Public Comment” or use the search function.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Miriam Chege, NSA 200, National Highway Traffic Safety Administration, Room W55–210, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Miriam Chege’s telephone number is (202) 366–2571. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from the Office of Management and Budget (OMB) before it collects certain information from the public and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In compliance with these requirements, this notice announces that the following information collection request will be submitted to OMB.

A **Federal Register** notice with a 60-day comment period soliciting comments on the information collection was published on March 28, 2022 (87 FR 17408). No comments were received.

Title: National Driver Register (NDR).

OMB Control Number: 2127–0001.

Form Number(s): This collection of information is electronically submitted to NHTSA. There are no standard forms.

Type of Request: Extension of a currently approved information collection.

Type of Review Requested: Regular.

Requested Expiration Date of Approval: 3 years from date of approval.

Summary of the Collection of Information: The National Driver Register Act of 1982, Title 49 U.S.C., Subtitle VI, Part A, Chapter 303 (as amended) requires the Secretary of Transportation (NHTSA by delegation) to maintain a National Driver Register (NDR) to assist the State chief driver licensing officials in the exchange of information about the motor vehicle driving records of individuals. The chief driver licensing official of a participating State must report to the NDR identification information regarding any individual who is denied a motor vehicle operator’s license for cause, whose motor vehicle operator’s license is withdrawn for cause, or who

is convicted of certain serious motor vehicle related offenses (specified in the Act at 49 U.S.C. 30304) or comparable offenses. (23 U.S.C. 30304(a); 23 CFR 1327, appendix A). Participating States are required to submit an inquiry to the NDR on all applicants for driver’s licenses before issuing a license to the applicant. In addition, when requested by other authorized users (e.g., the Federal Aviation Administration), participating States are required to submit inquiries to the NDR and provide responses to the other authorized users of the NDR for transportation safety purposes. All 50 States and the District of Columbia participate in the NDR.

The NDR maintains the computerized database known as the Problem Driver Pointer System (PDPS) which contains information on individuals whose privilege to operate a motor vehicle has been revoked, suspended, canceled or denied or who have been convicted of serious traffic-related offenses. The records maintained at the NDR consist of identification information including name, date of birth, sex, driver license number, and reporting State which is collected on a daily basis.

States use interactive communication for their routine transactions with the NDR which allows them to submit the required information automatically at the same time the individual’s information is entered into the State’s system. Specifically, when an individual applies for a driver’s license, an inquiry is automatically transmitted to the NDR when the driver’s application is entered into the State’s system. Likewise, when a State records license actions that have been taken against an individual that require reporting to the NDR, a transaction submitting the individual’s identification information is automatically generated and transmitted to the NDR.

Description of the Need for the Information and Proposed Use of the Information: The purpose of the information collection is to improve traffic and transportation safety by assisting States in keeping problem drivers off the nation’s highways. The NDR was established to serve as the central repository of information on problem drivers to promote information sharing among States, eliminating the need for States to contact each of the other 50 jurisdictions, and the District of Columbia individually. The information collected is used by State driver licensing agencies to identify problem drivers prior to issuing a driver’s license and to develop and implement driver improvement programs. The following groups are also authorized to receive

information upon inquiry to a State driver licensing agency for transportation safety purposes:

- a. Employers of motor vehicle operators,
- b. Employers of locomotive operators,
- c. Federal Aviation Administration regarding applications for or holders of airman’s certificates,
- d. U.S. Coast Guard regarding applicants for or holders of licenses, certificates of registry, or merchant mariner’s documents, and for Coast Guard crew members,
- e. National Transportation Safety Board and Federal Motor Carrier Safety Administration in connection with accident investigations,
- f. Air carriers regarding individuals seeking employment as pilots, and
- g. Individuals who have or are seeking access to national security information for purposes under E.O. 12968 or who are being investigated for Federal employment.

60-Day Notice: A **Federal Register** notice with a 60-day comment period soliciting comments on the information collection was published on March 28, 2022 (87 FR 17408). No comments were received.

Affected Public: Participating States.

Estimated Number of Respondents: The number of respondents is 51—all 50 States and the District of Columbia.

Frequency: On a daily basis.

Estimated Total Annual Burden Hours: 13,739 hours.

States use routine electronic interactive communication for transactions with the NDR, which allows the States to submit the required information automatically at the same time the information is entered into the State’s own system. Although States are required to report and check for a problem driver when issuing a driver’s license, no burden hours are incurred for these queries for this information collection because the State’s computer systems automatically transmit the information that is entered as a part of normal business practice. Therefore, the estimated hour burden is based on the States’ PDPS IT infrastructure maintenance and States’ participation in the optional Clean File process.

To estimate the annual maintenance and infrastructure burden to report and check for problem drivers, NDR asked a small sample of States for information about their annual burden. NDR received formatted estimates from two States which included the maintenance and infrastructure labor hours and cost used to send and maintain information to PDPS. Together, the burden from these two States was 530 hours and the associated labor cost was \$17,400. Using

these estimates, NHTSA calculates an average of 265 hours per State, with an annual labor cost of \$8,700. There are 51 respondents per year (the 50 States and the District of Columbia). Therefore, total annual burden hours for maintenance and infrastructure is estimated to be 13,515 hours (51 respondents × 265 hours). The total annual maintenance and infrastructure labor cost per year is estimated to be \$443,700 (\$8,700 × 51).

To ensure that the information contained in the NDR is accurate, States

sometimes submit a “clean file” which is a confirmation of all drivers of that State who should be listed in the NDR file. NHTSA estimates that an average of 28 clean files will be submitted annually by States. States use SFTP to submit this information, and NHTSA estimates it takes an IT specialist 8 hours to prepare and run the data. NHTSA estimates the cost for IT personnel burden hours using the Bureau of Labor Statistics’ mean wage estimate for Software and Web Developers, Programmers, and Testers

(Standard Occupational Classification #15–1250, May 2020) of \$52.86.¹ The Bureau of Labor Statistics estimates that for State and local government workers, wages represent 61.9% of total compensation.² Therefore, the total hourly cost associated with the IT burden hours is estimated to be \$85.40 (\$52.86 ÷ 61.9%) per hour. The total annual burden hours to prepare and submit clean files is 224 hours (8 × 28). The total annual clean file labor cost per year is estimated to be \$19,130 (\$85.40 × 224).

Submission type	Annual submissions	Estimated burden per submission	Average hourly labor cost	Labor cost per submission	Total burden hours	Total labor costs
Maintenance and Infrastructure	51	265	N/A	\$8,700	13,515	\$443,700
Clean files	28	8	85.40	683.20	224	19,130
Total	51				13,739	462,830

Estimated Total Annual Burden Cost: There are no annual costs.

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 the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency’s estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (c) ways to enhance the quality, utility and clarity of the information collection; and (d) ways minimize the burden of the collection of information on respondents, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.*, permitting electronic submission of responses.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.49; and DOT Order 1351.29A.

Chou-Lin Chen,

Associate Administrator for the National Center for Statistics and Analysis.

[FR Doc. 2022–14725 Filed 7–8–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2022–0043; Notice No. 2022–06]

Hazardous Materials: Request for Information on Electronic Hazard Communication Alternatives

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), Department of Transportation (DOT).

ACTION: Request for information.

SUMMARY: PHMSA seeks input on the potential use of electronic communication as an alternative to current, physical documentation requirements for hazard communication.

DATES: Interested persons are invited to submit comments on or before September 9, 2022. Comments received after that date will be considered to the extent practicable.

ADDRESSES: You may submit comments identified by the Docket Number PHMSA–2021–0043 by any of the following methods:

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.
- *Fax:* 1–202–493–2251.
- *Mail:* Docket Management System; U.S. Department of Transportation, West Building, Ground Floor, Room W12–140, Routing Symbol M–30, 1200

New Jersey Avenue SE, Washington, DC 20590.

• *Hand Delivery:* Docket Management System; Room W12–140 on the ground floor of the West Building, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions: All submissions must include the agency name and Docket Number (PHMSA–2022–0043) for this notice. To avoid duplication, please use only one of these four methods. All comments received will be posted without change to the Federal Docket Management System (FDMS) and will include any personal information you provide.

Docket: For access to the dockets to read background documents or comments received, go to <http://www.regulations.gov> or DOT’s Docket Operations Office (see **ADDRESSES**).

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

Confidential Business Information (CBI): CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt

¹ May 2020 National Occupational Employment and Wage Estimates United States, Occupational Employment Statistics, Bureau of Labor Statistics, U.S. Department of Labor, <https://www.bls.gov/oes/>

[current/oes_nat.htm#15-0000](https://www.bls.gov/news.release/ocwec.t01.htm), last accessed July 23, 2021.

² Employer Costs for Employee Compensation by ownership (Dec. 2020), available at <https://www.bls.gov/news.release/ocwec.t01.htm> (accessed July 23, 2021).