

(4) use the lowest profile EVSE reasonably available that provides the necessary charging capacity;

(5) place the EVSE in a minimally visibly intrusive area; and

(6) use colors complementary to surrounding environment, where possible.

Each federal agency remains responsible for considering the effects of components of its undertakings not subject to this exemption on historic properties, in accordance with subpart B of the Section 106 regulations or according to an applicable program alternative pursuant to 36 CFR 800.14.

## II. Application on Tribal Lands

This exemption shall not apply on Tribal Lands, or to activities that may affect historic properties located on Tribal Lands, unless the Tribal Historic Preservation Officer, Tribe, or a designated representative of the Tribe has provided prior written notification to the Advisory Council on Historic Preservation (ACHP) that it agrees with the use of the exemption on its lands. Indian Tribes can agree to such use of the exemption by completing the attached form (Attachment A) and submitting the completed form to the ACHP. The exemption would then be applicable on those Tribal Lands when the ACHP provides notice on its website of such agreement.

## III. Recommendation Outside Tribal Lands

While the ACHP does not expect that activities carried out consistent with this exemption will affect historic properties of religious and cultural significance to Indian tribes or Native Hawaiian organizations (NHOs), the ACHP notes that such historic properties have not been consistently identified during prior documentation efforts. The ACHP advises that, where the installation of EVSE may occur in a location on or near an existing archaeological site, feature, or district, or any other property with known potential significance to Indian Tribes or NHOs, the agency should coordinate with interested Indian Tribes or NHOs to determine whether they ascribe significance to the site or property. Should a Tribe or Native Hawaiian organization ascribe significance to the site area, the agency should undertake a Section 106 review in accordance with subpart B of the Section 106 regulations or according to an applicable program alternative pursuant to 36 CFR 800.14.

## IV. Existing Agreements and State and Local Reviews

This exemption does not amend, invalidate, or otherwise modify Section 106 agreements in existence at the time this exemption goes into effect. This exemption does not modify, preempt, or replace any applicable state or local laws or regulations.

## V. Termination

The ACHP may terminate this exemption in accordance with 36 CFR 800.14(c)(7) if it determines that the purposes of Section 106 are not adequately met.

## VI. Amendments

This exemption may be amended by the ACHP membership. Such amendments must be consistent with the criteria at 36 CFR 800.14(c)(1) and preceded by consultation appropriate to the scope of the amendments.

## VII. Definitions

The following definitions shall apply to this exemption:

a. "Agency" means an agency as defined by 5 U.S.C. 551, and includes state, local, or tribal government officials who have been delegated legal responsibility for compliance with Section 106 in accordance with federal law.

b. "Electric Vehicle Supply Equipment" (EVSE) means conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of delivering energy from the premises wiring to the EV. There are three levels of EVSE:

i. Level 1—Refers to a freestanding or wall mounted charging structure that delivers a 110/120V charge, replenishing an EV battery at a rate of 4 to 6 miles of range per hour of charging time. Charging an EV at level 1 typically takes between 7 and 20 hours depending on the size of the vehicle's battery.

ii. Level 2—Refers to a freestanding or wall mounted charging structure that delivers a 208/240V charge, replenishing an EV battery at a rate of 10 to 20 miles of range per hour of charging time. Charging an EV at level 2 typically takes between 2 and 5 hours depending on the size of the vehicle's battery.

iii. Level 3 (also known as Direct Current (DC) Fast Charging) -Refers to a freestanding or wall mounted structure capable of being networked that is designed to charge vehicles more

quickly than level I or level II with an electrical output ranging between 40 kW—500 kW delivering 50—1000 volts of direct current to the EV battery. Converts AC power to DC within the charging station and delivers DC power directly to the battery. DC fast charging can typically replenish an EV battery at a rate of 50 to 200 miles of range per 30 minutes of charging time.

c. "Lowest profile equipment" means EVSE that is the smallest height and width possible that meets the EV charging needs.

d. "Minimally visibly intrusive" means that the EVSE is partially visible but does not detract from the views from or to historic properties.

e. "Parking facility" means any building, structure, land, right-of-way, facility or area used for parking of motor vehicles.

f. "Tribal lands" means all lands within the exterior boundaries of any Indian reservation and all dependent Indian communities.

## Attachment A to the Exemption From Historic Preservation Review for Electric Vehicle Supply Equipment

The (INSERT NAME OF INDIAN TRIBE) authorizes federal agencies to utilize the attached Exemption from Historic Preservation Review for Electric Vehicle Supply Equipment on the Tribal Lands of the (INSERT NAME OF INDIAN TRIBE).

Signed by: (Signature)  
(Printed Name and Title)  
(DATE)

The (INSERT NAME OF INDIAN TRIBE) may discontinue this authorization at any time by providing written notice to the Advisory Council on Historic Preservation. For further information, please contact: (Tribal Contact; Name and Contact Information)  
(END OF DOCUMENT)

*Authority:* 36 CFR 800.14(c).

Dated: October 28, 2022.

**Javier Marques,**  
*General Counsel.*

[FR Doc. 2022–23854 Filed 11–1–22; 8:45 am]

**BILLING CODE 4310–K6–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[Docket No. USCG–2022–0348]

### Cooperative Research and Development Agreement—Artificial Intelligence (AI) Detection With Coast Guard Optical Sensors

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of intent; request for comments.

**SUMMARY:** The Coast Guard announces its intent to enter into a cooperative research and development agreement (CRADA) with companies to evaluate autonomous detection and tracking systems to determine its potential use in Search and Rescue planning. The Coast Guard will provide video output from various sensors to detect and characterize targets for search along with collaboratively developing methods to evaluate the effectiveness of the autonomous detection and tracking systems to allow for the integration with accepted search planning systems and methodologies. From a recent demonstration, the Coast Guard is currently considering partnering with Zelim to investigate their artificial intelligence-based casualty detection system, SARBox, and solicits public comment on the possible participation of other parties in the proposed CRADA, and the nature of that participation. The Coast Guard also invites other potential non-Federal participants, who have the interest and capability to bring similar contributions to this type of research, to consider submitting proposals for consideration in similar CRADAs.

**DATES:** Comments must reach the Coast Guard on or before December 2, 2022. Synopses of proposals regarding future CRADAs must also reach the Coast Guard on or before December 2, 2022.

**ADDRESSES:** Submit comments online at <http://www.regulations.gov> following website instructions. Submit synopses of proposals regarding future CRADAs to Ms. Shelly Wyman at her address listed in the **FOR FURTHER INFORMATION CONTACT** section.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this notice or wish to submit proposals for future CRADAs, contact Ms. Shelly Wyman, Project Official, Aviation Branch, U.S. Coast Guard Research and Development Center, 1 Chelsea Street, New London, CT 06320, telephone 860-271-2600, email [RDC-info@uscg.mil](mailto:RDC-info@uscg.mil).

**SUPPLEMENTARY INFORMATION:**

**Public Participation and Request for Comments**

We request public comments on this notice. Although we do not plan to publish responses to comments in the **Federal Register**, we will respond directly to commenters and may modify our proposal in light of comments.

Comments should be marked with docket number USCG-2022-0348 and should provide a reason for each suggestion or recommendation. You

should provide personal contact information so that we can contact you if we have questions regarding your comments; but please note that all comments will be posted to the online docket without change and that any personal information you include can be searchable online. For more about privacy and the docket, visit <http://www.regulations.gov/privacyNotice>. We do accept anonymous comments.

We encourage you to submit comments through the Federal Portal at <http://www.regulations.gov>. If your material cannot be submitted using <http://www.regulations.gov>, contact the Coast Guard (see **FOR FURTHER INFORMATION CONTACT**). Documents mentioned in this notice and all public comments, will be in our online docket at <http://www.regulations.gov> and can be viewed by following that website's instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted.

Do not submit detailed proposals for future CRADAs to <http://www.regulations.gov>. Instead, submit them directly to the Coast Guard (see **FOR FURTHER INFORMATION CONTACT**).

*Discussion*

CRADAs are authorized under 15 U.S.C. 3710(a).<sup>1</sup> A CRADA promotes the transfer of technology to the private sector for commercial use, as well as specified research or development efforts that are consistent with the mission of the Federal parties to the CRADA. The Federal party or parties agree with one or more non-Federal parties to share research resources, but the Federal party does not contribute funding.

CRADAs are not procurement contracts. Care is taken to ensure that CRADAs are not used to circumvent the contracting process. CRADAs have a specific purpose and should not be confused with procurement contracts, grants, and other type of agreements.

Under the proposed CRADA, the Coast Guard's Research and Development Center (R&DC) will collaborate with one or more non-Federal participants. Together, the R&DC and the non-Federal participants will evaluate autonomous detection and tracking systems to determine their potential for search and rescue planning that may greatly increase mission performance on select USCG platforms

<sup>1</sup> The statute confers this authority on the head of each Federal agency. The Secretary of DHS's authority is delegated to the Coast Guard and other DHS organizational elements by DHS Delegation No. 0160.1, para. II.B.34.

and improve Maritime Domain Awareness(MDA) capability.

We anticipate that the Coast Guard's contributions under the proposed CRADA will include the following:

(1) In conjunction with the non-Federal participant(s), develop the demonstration test plan to be executed under the CRADA;

(2) Provide video output from various Coast Guard sensors to test and integrate with non-Federal participant(s) autonomous detection systems;

(3) Provide access to and coordinate the use of necessary Coast Guard facilities, surface assets, and R&D Center equipment to facilitate assessments. Responsible for ensuring that all necessary approvals have been obtained before the execution of the test plan;

(4) Provide discussions on sound search planning theory to help identify ways of collecting quantitative measures to better define the effectiveness of AI technology compared to current SAR efficiency calculations;

(5) Collaboratively collect and analyze demonstration test plan data; and

(6) Collaboratively develop a summary documenting the methodologies, findings, conclusions, and recommendations of this CRADA work.

We anticipate that the non-Federal participants' contributions under the proposed CRADA will include the following:

(1) Provide the autonomous detection and tracking system and all other equipment to conduct the demonstration described in the demonstration test plan;

(2) Provide engineering support, including all required operators and technicians to conduct the demonstration;

(3) Provide shipment and delivery of all autonomous detection and tracking system equipment required for the demonstration; and

(4) Provide travel and associated personnel and other expenses as required.

(5) Assist with compiling the results of the demonstration(s) with R&D Center that documents the methodologies, findings, conclusions, and recommendations under this CRADA.

The Coast Guard reserves the right to select for CRADA participants all, some, or no proposals submitted for this CRADA. The Coast Guard will provide no funding for reimbursement of proposal development costs. Proposals and any other material submitted in response to this notice will not be returned. Proposals submitted are expected to be unclassified and have no more than five single-sided pages

(excluding cover page, DD 1494, JF-12, etc.). The Coast Guard will select proposals at its sole discretion on the basis of:

(1) How well they communicate an understanding of, and ability to meet, the proposed CRADA's goal; and

(2) How well they address the following criteria:

(a) Technical capability to support the non-Federal party contributions described; and

(b) Resources available for supporting the non-Federal party contributions described.

Currently, the Coast Guard is considering Zelim for participation in this CRADA, because they have a solution in place for providing an AI casualty detection system that can be used on multiple platforms using Coast Guard optical sensors. However, we do not wish to exclude other viable participants from this or future similar CRADAs.

This is a technology demonstration effort to evaluate and assess how AI detection can be utilized with Coast Guard optical sensors. The goal of this CRADA is to identify and determine methods of checking effectiveness of AI systems compared to current accepted Search and Rescue standards and determine their potential use in a maritime environment by the first responder and the DHS operational components. Special consideration will be given to small business firms/consortia, and preference will be given to business units located in the U.S.

This notice is issued under the authority of 5 U.S.C. 552(a) and 15 U.S.C. 3710(a).

Dated: October 27, 2022.

**Daniel P. Keane,**

*Captain, USCG, Commanding Officer, U.S. Coast Guard Research and Development Center.*

[FR Doc. 2022-23811 Filed 11-1-22; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF HOMELAND SECURITY

### Federal Emergency Management Agency

[Docket ID: FEMA-2022-0031; OMB No. 1660-0080]

#### Agency Information Collection Activities: Proposed Collection; Comment Request; Application for Surplus Federal Real Property Public Benefit Conveyance and Base Realignment and Closure (BRAC) Program for Emergency Management Use

**AGENCY:** Federal Emergency Management Agency, Department of Homeland Security.

**ACTION:** 60 Day notice of revision and request for comments.

**SUMMARY:** The Federal Emergency Management Agency (FEMA), as part of its continuing effort to reduce paperwork and respondent burden, invites the general public to take this opportunity to comment on an extension, with changes, of a currently approved information collection. In accordance with the Paperwork Reduction Act of 1995, this notice seeks comments concerning the application process for the conveyance of Federal real property for public benefit.

**DATES:** Comments must be submitted on or before January 3, 2023.

**ADDRESSES:** To avoid duplicate submissions to the docket, please submit comments at [www.regulations.gov](http://www.regulations.gov) under Docket ID FEMA-2022-0031. Follow the instructions for submitting comments.

All submissions received must include the agency name and Docket ID. Regardless of the method used for submitting comments or material, all submissions will be posted, without change, to the Federal eRulemaking Portal at <http://www.regulations.gov>, and will include any personal information you provide. Therefore, submitting this information makes it public. You may wish to read the Privacy and Security Notice that is available via a link on the homepage of [www.regulations.gov](http://www.regulations.gov).

**FOR FURTHER INFORMATION CONTACT:** Justin Dowdy, Realty Specialist, Federal Emergency Management Agency (FEMA) at 202-212-3631 or [justin.dowdy@fema.dhs.gov](mailto:justin.dowdy@fema.dhs.gov). You may contact the Information Management Division for copies of the proposed collection of information at email address: [FEMA-Information-Collections-Management@fema.dhs.gov](mailto:FEMA-Information-Collections-Management@fema.dhs.gov).

**SUPPLEMENTARY INFORMATION:** Excess Federal real property is defined as property that is no longer mission critical to the needs of the Federal Government. The conveyance and disposal of excess real property is governed by the Federal Property and Administrative Services Act of 1949 (Property Act) as amended, 40 U.S.C. 541, *et seq.*, 40 U.S.C. 553, and applicable regulations (41 CFR parts 102-75.750 through 102.75.815). Under the sponsorship of FEMA, the Property Act gives the Administrator of the General Services Administration (GSA) authority to convey Federal real and related surplus property (without monetary consideration) to units of state and local government for emergency management response purposes, including fire rescue services. The scope and philosophy of GSA's real property policies are contained in 41 CFR part 102-71.

The purpose of this application is to implement the processes and procedures for the successful, lawful, and expeditious conveyance of real property from the Federal Government to public entities such as state, local, city, town, or other like government bodies as it relates to emergency management response purposes, including fire and rescue services. Compliance will ensure that properties will be fully positioned to use at their highest and best potential as required by GSA and Department of Defense regulations, Federal law, Executive Orders, and the Code of Federal Regulations.

#### Collection of Information

**Title:** Application for Surplus Federal Real Property Public Benefit Conveyance and Base Realignment and Closure (BRAC) Program for Emergency Management Use.

**Type of Information Collection:** Extension, with changes, of a currently approved information collection.

**OMB Number:** 1660-0080.

**FEMA Forms:** FEMA Form FF-119-FY-22-133 (formerly 119-0-1), Surplus Federal Real Property Application for Public Benefit Conveyance.

**Abstract:** Use of the Application for Surplus Federal Real Property Public Benefit Conveyance and Base Realignment and Closure (BRAC) Program for Emergency Management Use is necessary to implement the processes and procedures for the successful, lawful, and expeditious conveyance of real property from the Federal Government to public entities such as state, local, county, city, town, or other like government bodies, as it relates to emergency management