

titled, “Annual Report of Class I and Class II For-Hire Motor Carriers,” OMB Control No. 2126–0032. This ICR is necessary to comply with FMCSA’s financial and operating statistics requirements at chapter III of title 49 CFR part 369 titled, “Reports of Motor Carriers.”

**DATES:** Comments on this notice must be received on or before June 17, 2022.

**ADDRESSES:** Written comments and recommendations for the information collection should be sent within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jeff Secrist, Office of Registration and Safety Information, DOT, FMCSA, West Building 6th Floor, 1200 New Jersey Avenue SE, Washington, DC 20590–0001. Telephone: 202–385–2367; email [jeff.secrist@dot.gov](mailto:jeff.secrist@dot.gov).

**SUPPLEMENTARY INFORMATION:**

*Title:* Annual Report of Class I and Class II For-Hire Motor Carriers.

*OMB Control Number:* 2126–0032.

*Type of Request:* Renewal of a currently-approved information collection.

*Respondents:* Class I and Class II For-Hire Motor Carriers of Property and Class I For-Hire Motor Carriers of Passengers.

*Estimated Number of Respondents:* 102 total (34 per year).

*Estimated Time per Response:* 9 hours for Form M and 0.3 hours for Form MP–1.

*Expiration Date:* May 31, 2022.

*Frequency of Response:* Annually.

*Estimated Total Annual Burden:* 306 hours [306 hours (Form M) + 0 hours (Form MP–1)].

Estimated annual respondents for Form M decreased from 43 in the previously approved Information Collection Requirement (ICR) to 34 in the current ICR. Estimated annual burden hours for Form M decreased by 78 hours [306 proposed hours – 384 currently approved hours = – 78 hours]. Estimated annual respondents for Form MP–1 stayed the same. The previously approved ICR had 0 annual hours. The current ICR has 0 annual hours. This estimate is based off the number of Form M and Form MP–1 submissions received by the Agency between 2018 and 2020, which results in these estimates of annual respondents/responses for the upcoming information collection period.

Labor costs to industry have decreased by \$2,276 annually [\$14,494

in proposed costs – \$16,770 currently approved costs = – \$2,276]. This is due to the decreased estimates of annual respondents/responses. Other annual costs to respondents (*i.e.*, associated with mailing completed forms to FMCSA) have decreased by \$9 [((\$34 in proposed mailing costs for Form M + \$0 in proposed mailing costs for Form MP–1)–(\$43 in previously approved mailing costs for Form M + \$0 in previously approved mailing costs for Form MP–1) = \$–9]. This change is also due to the decreased estimates of annual respondents/responses.

For the Federal Government, annual costs have increased by \$6 [\$79 in proposed costs – \$73 in previously approved costs = \$6]. This increase is due to a revision in the federal government employee load rate, which was revised to be consistent with other FMCSA ICRs.

**Background**

Section 14123 of title 49 of the United States Code (U.S.C.) requires certain for-hire motor carriers of property, passengers, and household goods to file annual financial reports. The annual reporting program was implemented on December 24, 1938 (3 FR 3158), and it was subsequently transferred from the Interstate Commerce Commission (ICC) to the U.S. Department of Transportation’s (DOT) Bureau of Transportation Statistics (BTS) on January 1, 1996. The Secretary of Transportation delegated to BTS the responsibility for the program on December 17, 1996 (61 FR 68162). Responsibility for collection of the reports was transferred from BTS to FMCSA on August 17, 2004 (69 FR 51009), and the regulations were redesignated as 49 CFR part 369 on August 10, 2006 (71 FR 45740). FMCSA collects carriers’ annual reports and furnishes copies of the reports when requested under the Freedom of Information Act (FOIA). Annual financial reports are filed on Form M (Class I and II for-hire property carriers, including household goods carriers) and Form MP–1 (Class I for-hire passenger carriers). For-hire motor carriers (including interstate and intrastate) subject to the Federal Motor Carrier Safety Regulations are classified on the basis of their gross carrier operating revenues.<sup>1</sup>

<sup>1</sup> For purposes of the Financial and Operating Statistics (F&OS) program, carriers are classified into the following three groups: (1) Class I carriers are those having annual carrier operating revenues (including interstate and intrastate) of \$10 million or more after applying the revenue deflator formula as set forth in Note A of 49 CFR 369.2; and (2) Class II carriers are those having annual carrier operating

The data and information collected is publicly available through FOIA requests. FMCSA has created electronic forms that may be prepared, signed electronically, and submitted to FMCSA via <https://ask.fmcsa.dot.gov/app/ask/>. FMCSA revised Form M to ensure that it solicits only that information required by statute, and also added an option to allow filers to upload their own document in lieu of filling out either Form M or MP–1 (as applicable), so long as the document includes all of the information listed on the form.

*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. 2022–10661 Filed 5–17–22; 8:45 am]

**BILLING CODE 4910–EX–P**

**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

[Docket No. NHTSA–2022–0009]

**Agency Information Collection Activities; Notice and Request for Comment; National Survey of the Use of Booster Seats**

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

**ACTION:** Notice and request for comments on a renewal of an existing clearance.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) summarized below will be submitted 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 collection of

revenues (including interstate and intrastate) of at least \$3 million, but less than \$10 million after applying the revenue deflator formula as set forth in 49 CFR 369.2.

information for which NHTSA intends to seek OMB approval on the National Survey of the Use of Booster Seats (NSUBS). A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on February 16, 2022. NHTSA received 3 comments. As explained in this document, none of the comments necessitate NHTSA making any revisions to the information collection or burden estimates.

**DATES:** Comments must be submitted on or before June 17, 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](http://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 Lacey L. Boyle, Office of Traffic Records and Analysis, Mathematical Analysis Division (NSA-210), 202-366-7468, National Center for Statistics and Analysis, W55-207, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Please identify the relevant collection of information by referring to its OMB Control Number (2127-0644).

**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 OMB.

A **Federal Register** notice with a 60-day comment period soliciting public comments on the following information was published on February 16, 2022 (87 FR 8929).

*Title:* National Survey of the Use of Booster Seats.

*OMB Control Number:* 2127-0644.

*Form Number(s):* NHTSA Form 1010.

*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 Survey of the Use of Booster Seats (NSUBS) is a voluntary collection of restraint use information for children under 13. NSUBS is a biennial collection. Data collectors observe restraint use for all passenger vehicle occupants included in the survey and for those vehicles that voluntarily participate, the data collectors conduct a brief interview with the vehicle driver or other knowledgeable adult to determine the age, height, weight, race, and ethnicity of the child occupants and age of driver. Data collectors collect the information at fast food restaurants, gas stations, day care centers, and recreation centers where vehicles are most likely to have child occupants. The survey estimates restraint use for all children under 13. The collection includes race and ethnicity breakouts of restraint use among all occupants in a vehicle as well as age, height, and weight of children.

*Description of the Need for the Information and Proposed Use of the Information:* The NSUBS is conducted to respond to Section 14(i) of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act of 2000. The Act directs the Department of Transportation to reduce deaths and injuries (among children in the 4- to 8-year old age group that are caused by failure to use a booster seat) by twenty-five percent. Conducting the National Survey of the Use of Booster Seats provides the Department with invaluable information on use and non-use of booster seats, helping the Department to improve its outreach programs to ensure that children are protected to the greatest extent possible when they ride in motor vehicles. The OMB approval for this survey is scheduled to expire on June 30, 2022. NHTSA seeks an extension to this approval to obtain this important survey data, save more children, and help to comply with the TREAD Act requirement.

*60-day Notice:* NHTSA published a 60-day notice on February 16, 2022 requesting comments on NHTSA's intention to request approval from the Office of Management and Budget (OMB) for an extension of the currently approved NSUBS information collection (87 FR 8929). NHTSA received 3 comments on the 60-day notice. Two of the commentors expressed support to continue the NSUBS, while one commentor was against the continuation of the NSUBS. None of the comments necessitate a revision of the scope of the information collection or the estimates of the annual cost or burden hours.

One individual, Jean Publee, commented against the continuation of the NSUBS. Publee states that NHTSA has collected the NSUBS for years and believes that the data collection should not go on without an end date. Publee states that the NSUBS is a waste of tax dollars. While NHTSA understands Publee's comments, NHTSA believes that the continuation of this data collection is necessary to support NHTSA's mission. The NSUBS is the only probability-based nationwide child restraint use survey in the United States that observes restraint use. Without this survey, NHTSA cannot direct outreach programs where they are most needed.

NHTSA received two comments supporting the continuation of the NSUBS. Safe Kids Worldwide state that it supports the continuation of the NSUBS and uses the information collected from the NSUBS to develop and advocate policy around child safety in cars. SafetyBeltSafe U.S.A. (SBS USA) also shared its support for the continuation of the NSUBS, but stated that in addition to what NSUBS already collects they would like more detailed data reporting. SBS USA mentions that 16 States and DC mandate rear-facing car seats until age 2. SBS USA wants to know if these laws are working in States with these requirements vs. States without these requirements. NHTSA does not collect data in every State and applies sampling weights to produce nationally representative estimates; however NHTSA will consider this suggestion and determine if the current sample design will allow reporting of usage rate based on child restraint laws. SBS USA is concerned about booster seat usages vs. booster seat need especially for children 8- to 12-years old. SBS USA suggests having parents conduct the 5-Step Test on children using seatbelts and record the results. NHTSA appreciates the suggestion and will consider it for the future. At this time, adding the 5-Step Test is out of scope of the NSUBS. NHTSA's purpose in conducting the NSUBS is to assess the extent to which children are prematurely transitioned to restraint types that are inappropriate for their age, height, and weight. The data collectors have a limited amount of time to visually inspect restraint usage and interview drivers, adding the 5-Step Test is time prohibitive. NHTSA does record the age of interviewed children and will consider breaking out data based on the age range of 8-9 and 10-12 as it might give more insight into how older and younger kids in the 8-12 age range are transitioned to different restraint types.

*Affected Public:* Motorists in passenger vehicles with children under 13 willing to participate at gas stations, fast food restaurants, day care centers, and recreation centers frequented by children during the time in which the survey is conducted.

*Estimated Number of Respondents:* Based on the average number of respondents from the last three survey years (2017, 2019, 2021), we expect to have approximately 5,300 adult motorists in passenger vehicles with children under 13 at gas stations, fast food restaurants, day care centers, and recreation as respondents.

*Frequency:* Biennial.

*Estimated Total Annual Burden Hours:* NHTSA estimates that the data collection will, on average, take approximately 4.25 minutes of each respondent's time. Respondents are adult motorists supplying information about children in their vehicle. Multiplying the 4.25 minutes of burden per respondent by the estimated 5,300 respondents yields 376 (5,300 × 4.25/60) total burden hours for all respondents collectively. Since NSUBS data are collected biennially, dividing the 376 total burden hours by two yields an annual burden of 188 hours.

To represent the value of the respondents' time, NHTSA uses the average hourly wage for the United States, which is estimated to be \$27.07.<sup>1</sup> Using this estimate, NHTSA estimates the total opportunity costs to respondents to be \$10,178.32 (376 × \$27.07) or \$5,089.16 annually.

*Estimated Total Annual Burden Cost:* \$0.

NHTSA estimates that there are no costs to respondents other than opportunity costs associated with the burden hours.

*Public Comments Invited:* You are asked to comment on any aspects of this information collection, including (a) whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

*Authority:* The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as

amended; 49 CFR 1.49; and DOT Order 1351.29A.

**Chou-Lin Chen,**

*Associate Administrator for the National Center for Statistics and Analysis.*

[FR Doc. 2022-10629 Filed 5-17-22; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF VETERANS AFFAIRS

### Solicitations of Nominations for Appointment to the VA National Academic Affiliations Council

**AGENCY:** Department of Veterans Affairs.

**ACTION:** Notice of solicitation for nominations.

**SUMMARY:** The Department of Veterans Affairs (VA) is seeking nominations of qualified candidates to be considered for appointment to the VA National Academic Affiliations Council (NAAC) (hereinafter in this section referred to as "the NAAC").

**DATES:** Nominations for membership on the NAAC must be received no later than 5:00 p.m. EST on June 1, 2022.

**ADDRESSES:** All nominations should be emailed to [larissa.emory@va.gov](mailto:larissa.emory@va.gov). Please write Nomination for NAAC Membership in the subject line.

**FOR FURTHER INFORMATION CONTACT:** Larissa Emory, PMP, CBP, MS, Designated Federal Officer (DFO), OAA, Veterans Health Administration (VHA) at [larissa.emory@va.gov](mailto:larissa.emory@va.gov). A copy of the current charter and list of current members can also be obtained by emailing [larissa.emory@va.gov](mailto:larissa.emory@va.gov) or (573) 797-9137.

**SUPPLEMENTARY INFORMATION:** The NAAC was established to provide advice and make recommendations to the Secretary of VA on matters affecting partnerships between VA and its academic affiliates. In providing advice to the Secretary and making recommendations on matters affecting partnerships between VA and its academic affiliates, the NAAC carries out the duties set forth and to operate under the provisions of the Federal Advisory Committee Act, as amended 5 U.S.C. app. 2.

*Membership Criteria and Qualifications:* VA is seeking nominations for NAAC membership. The NAAC is comprised of not more than 14 regular members, plus not more than 8 ex-officio Federal members. Several members may be regular Government employees, but most of the NAAC's membership shall consist of non-Federal employees, appointed by the Secretary from the general public,

serving as Special Government Employees.

The expertise required of the NAAC's membership includes, but is not limited to:

(1) Individuals who are knowledgeable experts with special competence to evaluate and improve the partnership between VA and its academic affiliates.

(2) Individuals representing academic leaders of:

a. Health professions education institutions.

b. Health care industry leaders.

c. Academic and health care leaders with experience in establishing and sustaining academic affiliations and accredited health professions residency and training programs.

(3) Individuals representing National Accrediting or Professional Organizations to include but not limited to Association of American Medical Colleges (AAMC), American Association of Colleges of Pharmacy (AACCP), Accreditation Council for Graduate Medical Education (ACGME), American Psychological Association (APA), Physician Assistant Education Association (PAEA), and National Hispanic Medical Association (NHMA).

*Membership Requirements:* The NAAC meets up to four times annually, typically once per quarter each fiscal year. Individuals selected for appointment to the NAAC shall be invited to serve an initial three-year term. After the initial term, the Secretary may reappoint members for an additional term. NAAC members will receive per diem and reimbursement for eligible travel expenses incurred.

To the extent possible, the Secretary seeks members who have diverse professional and personal qualifications including but not limited to subject matter experts in the areas described above. Nominations should include any relevant information to ensure diverse Committee membership.

### Requirements for Nomination Submission

Nominations should be typed (one nomination per nominator). Nomination package should include:

(1) A letter of nomination that clearly states the name and affiliation of the nominee, the basis for the nomination (*i.e.*, specific attributes which qualify the nominee for service in this capacity), and a statement from the nominee indicating willingness to serve as a member of the NAAC.

(2) The nominee's contact information, including name, mailing address, telephone number(s), and email address.

<sup>1</sup> U.S. Dept. of Labor, Bureau of Labor Statistics, June 2021, from [https://www.bls.gov/oes/current/oes\\_nat.htm#00-0000](https://www.bls.gov/oes/current/oes_nat.htm#00-0000) for May 2020.