Preliminary Description of the Proposed Action and Alternatives: A reasonable range of alternatives for detailed study in the DEIS is currently being considered and will be refined in consideration of agency and public comments received during the 30-day NOI comment period. In addition to the No Action Alternative, potential project alternatives include bridge replacement and bridge rehabilitation. A preliminary description of these potential alternatives is provided below.

The No Action Alternative assumes no improvements other than those implemented as part of routine maintenance. The Bridge Replacement Alternatives would replace the existing Albion River Bridge with a new bridge. Various bridge replacement concepts will be considered during the scoping process, including a west alignment constructed to the west of the existing bridge, an east alignment constructed to the east of the existing bridge, and on-alignment constructed slightly west of the existing alignment. The Bridge Rehabilitation Alternatives would require major work to extend the service life of the existing Albion River Bridge. The Bridge Rehabilitation Alternatives would include rehabilitation of the bridge for motor vehicle use by widening the bridge and upgrading the bridge rails, or rehabilitation of the bridge as a pedestrian-only bridge alongside one of the bridge replacement alternatives. The operability of the bridge would need to be maintained while addressing structural deficiencies, geometric deficiencies, and operational reliability of the bridge.

Summary of Expected Impacts: The DEIS will include an evaluation of the potential social, economic, and environmental effects resulting from the implementation of the Project. Based on preliminary review of existing conditions within and in proximity to the Project location, the implementation of the Project could result in effects to cultural and historic resources; community resources; parks and recreational areas; threatened and endangered species; wetlands; coastal resources; navigable waters; hazardous waste and contaminated materials; floodplains; noise; air quality; and visual resources. The analyses and evaluations conducted for the DEIS will identify the potential for effects; whether the anticipated effects would be adverse; and mitigation measures for adverse effects. Evaluations under Section 4(f) of the USDOT Act of 1966, 23 CFR part 774, will be prepared, and consultation under Section 106 of the National Historic Preservation Act of 1966, 54 U.S.C. 300101–307108, will be undertaken concurrently with the NEPA/CEQA environmental review processes.

Anticipated Permits and Other Authorizations: Potential permits and approvals for the Project include: U.S. Army Corps of Engineers (USACE) permits under section 404 of the Clean Water Act, 33 U.S.C. 1344, and section 10 of the Rivers and Harbors Act, 33 U.S.C. 403, for construction in the Albion River and potential wetland impacts; U.S. Coast Guard (USCG) Bridge Permit, which establishes allowable clearances for bridges over navigable waterways such as the Albion River; National Marine Fisheries Service (NMFS) section 7 Endangered Species Act, 16 U.S.C. 1536, NMFS Essential Fish Habitat Consultation for potential impacts to species due to construction in the Albion River, consultation for potential impacts on threatened and/or endangered species; U.S. Fish and Wildlife Service (USFWS) section 7 Endangered Species Act, 16 U.S.C. 1536, consultation for potential impacts to federally-listed threatened species; as well as any other relevant California State and Local Agency permits and authorizations.

Schedule for the Decision-Making Process: The Project schedule will be established as part of the requirements of the environmental review process under 23 U.S.C. 139 Efficient environmental reviews for project decision-making.

The anticipated project schedule is outlined below:

- Public Scoping Meetings (May 2022)
- Scoping Report Publication (June 2022)
- Notice of Availability of the DEIS (May 2023)
- Public Hearing (June 2023)
- End of DEIS Comment Period (July 2023)
- Publish Single Final EIS (FEIS)/ROD (March 2024)

A Description of the Public Scoping Process: Public and agency outreach will include a formal Public Scoping Meeting scheduled in May 2022. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, Native American Tribes and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A Public Hearing on the DEIS will also be scheduled during circulation of the environmental document.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the DEIS should be directed to Caltrans at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Dated: April 12, 2022.

Christina Leach,

Acting Director, Planning, Environment and Right of Way, Federal Highway Administration, California Division.

[FR Doc. 2022–08270 Filed 4–18–22; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2021–0086]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Investigation-Based Crash Data Studies

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

ACTION: Notice and request for comments on an extension with modification 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) abstracted 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 currently approved collection of information for which NHTSA intends to seek approval from OMB for extension with modification on NHTSA's Investigation-Based Crash Data Studies: Crash Investigation Sampling System (CISS), Special Crash Investigation (SCI) and Special Study Data Collection. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on January 26, 2022. No comments were received.

DATES: Comments must be submitted on or before May 19, 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 Dinesh Sharma, Crash Investigation Division (NSA–110), (202) 366–2333, National Highway Traffic Safety Administration, W53–493, 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.

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 public comments on the following information collection was published on January 26, 2022.

Title: Investigation-Based Crash Data Studies.

OMB Control Number: 2127–0706.

Form Number: Form 1278 and 1280.

Type of Request: Request for extension with modification of a currently approved information collection.

Type of Review Requested: Regular.

Length of Approval Requested: Three years from date of approval.

Summary of the Collection of Information: NHTSA is authorized, under 49 U.S.C. 30182 and 23 U.S.C. 403 to collect data on motor vehicle traffic crashes to aid in the identification of issues and the development, implementation, and evaluation of motor vehicle and highway safety countermeasures. For decades, NHTSA has been investigating crashes and collecting crash data through its Investigation-Based Crash Data Studies, namely the Crash Investigation Sampling System (CISS), Special Crash Investigation (SCI), and specific issue-based Special Study data collection studies. Although each of these systems satisfy different purposes and collect data in different manners, they all utilize the same core variables (*e.g.* forms), procedures and protocols for data collection.

On November 15, 2021, the Infrastructure Investment and Jobs Act (Pub. L. 117–58), also referred to as the Bipartisan infrastructure Law (BIL), was signed into law. The Crash Data section (section 24108) of the BIL authorizes the Secretary of Transportation (NHTSA by delegation) to use funds to enhance the collection of data under CISSS by, among other things, including additional data collection sites.

NHTSA is seeking approval to modify the existing information collection to: (a) Increase the number of crashes investigated by the crash technicians for 2021 and future years, (b) add Special Study cases into this package, and (c) add Special Crash Investigation cases into this package. NHTSA has also adjusted estimates to include the burden incurred by tow yards, hospitals, and law enforcement agencies in responding to the collections. The combined impact is an increase of 6,458 burden hours to NHTSA's overall total.

The CISS is a nationally representative sample of passenger vehicle crashes which focus on detailed investigation of passenger vehicle crashes. It provides nationally representative data on fatal and nonfatal motor vehicle crashes for use in developing and evaluating federal motor vehicle safety standards and other safety countermeasures. The CISS began implementation in 2015 and by 2018 was collecting crash data from thirty-two (32) fully operational sites. As a result of the BIL, the CISS data collection sites will be expanded from 32 to 56 sites. The CISS collects data at both the crash level through scene analysis and vehicle level through vehicle damage assessment together with injury source evidence and standardized coding.

The SCI Program is used to provide NHTSA with the most in-depth and detailed level of crash investigation data collected by the Agency. Generally, SCI investigations are conducted for crashes of special interest, such as those involving new or emerging safety technologies (*e.g.,* those involving vehicles equipped with crash avoidance technologies or Automated Driving Systems (ADS)), school buses, motorcoaches, alternative fuel and hybrid vehicles, adaptive control equipped vehicles, fires, child restraints, and those relevant to safety defect investigations. The crash investigations are conducted to document crash circumstances, identify injury sources, evaluate safety countermeasure effectiveness and support Agency rulemaking actions. Investigations are also conducted to provide early detection of alleged or potential vehicle safety defects. Reports are generated from investigations and all are made available to the public. The crashes chosen for SCI investigation may be chosen throughout the year as they arise or be part of a planned effort to look into a particular type of crash (such as crashes involving air bag deployment-related fatalities and injuries).

In addition to the above-referenced CISS and SCI data collections, NHTSA also conducts investigation-based special studies using the CISS and SCI infrastructure to answer questions on a specific topical aspect of vehicle and highway safety. In the special study cases, data is typically gathered remotely where documents and investigation details are requested from investigating agencies and the data is compiled, coded, and reported on collectively in a summary report detailing the issue. These special studies will utilize the same infrastructure CISS and SCI, as well as the same core variables (*e.g.,* forms) and procedures and protocols. The cases may be selected from an agency's data set (*i.e.,* CISS, SCI, or Fatality Analysis Reporting System (FARS)) or through other means (*i.e.,* internet searches, news articles, and public notification). The cases may or may not be selected to provide a nationally-representative sample of crashes. In the past, using the National Automotive Sampling System-Crashworthiness Data System (NASS–CDS) infrastructure, NHTSA conducted several investigation-based special studies, including studies on child occupant protection, air bag effectiveness, and pedestrian safety among others. NASS–CDS, operated from 1979 through 2015, and was the predecessor to CISS. Three currently planned special studies will collect information on crashes that involve medium-duty trucks (trucks between 10,001 and 26,000 lbs.), pedestrians or pedalcyclists, and first responders or construction or maintenance workers struck while performing official duties on the road.

NHTSA will also use the information collected through the CISS infrastructure to support NHTSA's Non-Traffic Surveillance (NTS). CISS Technicians review over a hundred and fifty thousand crash reports each year, and some of these reports are not applicable to the CISS program, but they may be applicable to the NTS data collection. NTS is a virtual data collection system designed to provide

counts and details regarding fatalities and injuries that occur in non-traffic crashes and in non-crash incidents. Non-traffic motor vehicle crashes are a class of crashes that occur off the public trafficways. These crashes, subsequently referred to as ''non-traffic crashes,'' are mostly single-vehicle crashes on private roads, two vehicle crashes in parking facilities, or collisions with pedestrians in driveways. In addition, there are non-traffic incidents such as a vehicle falling on a person underneath or an unintentional carbon monoxide poisoning inside the vehicle. Non-traffic crash data is obtained through NHTSA's CISS, SCI, Crash Reporting Sampling System (CRSS), and FARS.

For the standard investigation-based crash data studies acquisition process, once a crash has been selected for investigation, crash technicians locate, visit, measure, and photograph the crash scene; locate, visit, inspect, and photograph involved vehicle(s); conduct a telephone or personal interview with the involved individuals or a surrogate (another person who can provide occupant or crash information, such as parents for a minor or parent or spouse for a deceased individual); and obtain and record crash injury information received from various medical data sources. These data are used to describe and analyze circumstances, mechanisms, and consequences of a cross section of towed, light passenger motor vehicle crashes in the United States. The collection of interview data aids in this effort.

For the special studies, the data is typically gathered following similar procedures, but is targeted to a specific issue (*e.g.,* child occupant protection, crash causation factors) as opposed to an entire investigation. Special Studies investigations also typically only involve obtaining information from law enforcement, who provide access to and a copy of the crash report where the data is not electronic. They do not involve interviewing people involved in crashes, obtaining medical records or inspecting the vehicles. Each special study has specific requirements (*i.e.,* types of crashes and/or data collected); however, the gathering of crash reports for these studies is similar to the gathering of crash reports in the CISS and SCI programs.

Description of the Need for the Information and Proposed Use of the Information: NHTSA investigates real-world crashes and collects detailed crash data through CISS, SCI, and Special Studies data collection programs to identify the primary factors related to the source of crashes and their injury outcomes. These detailed factors are utilized to develop and evaluate effective safety countermeasures including the establishment and enforcement of motor vehicle regulations that reduce the severity of injury and property damage caused by motor vehicle crashes. The data collected also give motor vehicle researchers an opportunity to specify areas in which improvements may be possible, design countermeasure programs, and evaluate the effects of existing and proposed safety measures.

60-Day Notice: NHTSA published a 60-day notice in the **Federal Register** on January 26, 2022 (87 FR 4099). NHTSA received no comments. However, NHTSA is revising burden estimates as a result of additional funding for CISS data collection. In the 60-day notice, NHTSA estimated that there would be 32 data collection sites in each of the next three years. As a result of the additional funding provided by the BIL, NHTSA now plans to phase in 24 additional data collection sites in CISS over the next 3 years. This 30 day notice increases the burden hours for interviewees, Police, Tow Yards and Medical Facilities for an additional 24 data collection sites. The total data collection sites will incrementally increase from 32 to 56 over the next three years. The increase in burden hours and cost for these additional data collection sites are reflected in the Burden to Respondent section of this document.

Burden to Respondents: NHTSA has provided a description of the affected public, estimated number of respondents, description of frequency, and estimates of the total burden hours and costs for each of the three Investigation-Based Crash Data Acquisition Systems (CISS, SCI, and Special Studies) below. In aggregate, NHTSA estimates that the total annual burden is 12,063 hours and $0.

Program: CISS.

Affected Public: People involved in select motor vehicle crashes, law enforcement jurisdictions that provide access to and a copy of the crash report where the data is not electronic; hospitals that provide a copy of the injured occupant's medical treatment of injuries; and tow or salvage lot facilities that provide access to the storage facility to inspect the vehicle.

Estimated Number of Respondents: 24,186.

Frequency: On Occasion.

Estimated Total Annual Burden Hours: 11,787 hours (6,956 + 822 + 298 + 2,783 + 928).

The CISS crash data acquisition system includes 5 information collections. The first information collection covers the collection of information from individuals involved in crashes via interview. The estimated number of interview respondents is obtained by multiplying the approximate number of crashes investigated each year by the average number of interviews per crash. Based on existing data, each CISS crash involves an average of approximately 2.25 individuals. NHTSA estimates that CISS conducts investigations on 9,275 crashes per year. Therefore, NHTSA estimates that there will be 20,869 respondents per year (9,275 crashes × 2.25 respondents per crash).

The respondents are contacted only once; however, in rare circumstances follow-up questions may be needed to clarify data. The interview requires approximately 20 minutes of a respondent's time on average. CISS conducts interviews for approximately 9,275 crashes per year, which NHTSA estimates takes about 45 minutes per crash (2.25 respondents × 20 minutes). Therefore, the estimated total annual burden hours for the collection of information from individuals involved in crashes for CISS is 6,956 hours ((9,275 crashes × 45 minutes) ÷ 60 minutes/hour).

In addition to interviews, crash technicians and investigators must obtain official records to initiate and complete the cases. These records include police crash reports and medical records. The second information collection under CISS is for the collection of crash records from sampled police jurisdictions. NHTSA estimates that there are 316 sample police jurisdictions annually. To estimate the burden to sampled police jurisdictions, NHTSA multiplied the average number of visits per year by the average burden per visit and the number of police jurisdictions. On average, each of the 316 sampled police jurisdictions are queried weekly (or 52 times per year) and each query is estimated to take 3 minutes. Accordingly, NHTSA estimates the total annual burden for sampled police jurisdictions to be 2.6 hours per respondent (3 minutes × 52 visits) and 822 hours for all respondents (2.6 hours × 316 police jurisdictions = 821.6 hours).

The third information collection under CISS is for the collection of crash records from non-sampled police jurisdictions. Based on existing CISS data, there are 340 non-sampled jurisdictions annually. To estimate the burden to non-sample police jurisdictions, NHTSA multiplied the average number of visits per year by the average burden per visit and the number of non-sampled police jurisdictions. On

average, each of the 595 non-sampled police jurisdictions are visited twice annually and each query is estimated to take 15 minutes. Accordingly, NHTSA estimates the total burden for non-sampled police jurisdictions to be 30 minutes per respondent (15 minutes × 2 visits) and 289 hours for all respondents ((30 minutes × 595 non-sampled police jurisdictions) ÷ 60 minutes/hour) = 298 hours).

The fourth information collection under CISS is for the collection of medical records from hospitals. Based on existing data, CISS collects an average of 16,695 records each year from an average of 481 hospitals. NHTSA estimates that a hospital spends 10 minutes for each record requested. Accordingly, NHTSA estimates the total annual burden to be 2,783 hours ((16,695 records × 10 minutes) ÷ 60 minutes/hour) and estimates that each hospital will, on average, spend 5.78 hours providing the requested information each year (2,783 hours ÷ 481 hospitals).

The fifth information collection under CISS is for the collection from tow yards necessary to gain access to and locate a vehicle that was involved in a crash. Typically, a tow facility operator just needs to give the crash technician permission to enter the yard to inspect the vehicle and involves approximately 5 minutes of staff time. CISS data shows an average of 11,130 visits to tow facilities per year, and NHTSA estimates 1,926 tow facilities will be visited annually. Accordingly, NHTSA estimates the total annual burden to be 928 hours ((11,130 visits × 5 minutes) ÷ 60 minutes/hour) and estimates that each tow facility will, on average, spend 28.90 minutes providing the requested information each year ((928 hours × 60 minutes) ÷ 1,926 facilities).

Accordingly, NHTSA estimates that the total burden associated with the CISS data acquisition system is 11,787 hours (6,956 + 822 + 298 + 2,783 + 928).

Estimated Total Annual Burden Cost: $0.

There are no capital, start-up, or annual operation and maintenance costs involved in this collection of information. The respondents would not incur any reporting costs from the information collection beyond the opportunity or labor costs associated with the burden hours. The respondents also would not incur any recordkeeping burden or recordkeeping costs from the information collection.

Program: Special Crash Investigation (SCI)

Affected Public: People involved in select motor vehicle crashes, law enforcement jurisdictions that provide access to and a copy of the crash report where the data is not electronic; hospitals that provide a copy of the injured occupant's medical treatment of injuries; and tow or salvage lot facilities that provide access to the storage facility to inspect the vehicle.

Estimated Number of Respondents: 500.

Frequency: On occasion (typically once per year).

Estimated Total Annual Burden Hours: 109 hours (67 + 17 + 17 + 8).

The SCI crash data acquisition system includes 4 information collections. The first information collection covers the collection of information from individuals involved in crashes via interview. The estimated number of interview respondents is obtained by multiplying the approximate number of crashes investigated each year by the average number of interviews per crash. Based on existing data, each SCI crash involves an average of approximately 2 individuals. NHTSA estimates that SCI conducts investigations on approximately 100 crashes per year. Therefore, NHTSA estimates that there will be 200 respondents per year (100 crashes × 2 respondents per crash).

The respondents are contacted only once; however, in rare circumstances follow-up questions may be needed to clarify data. The interview requires approximately 20 minutes of a respondent's time on average. SCI conducts interviews for approximately 100 crashes per year, which NHTSA estimates takes about 40 minutes per crash (2 respondents × 20 minutes). Therefore, the estimated total annual burden hours for the collection of information from individuals involved in crashes for SCI is approximately 67 hours ((100 crashes × 40 minutes) ÷ 60 minutes/hour = 66.67).

In addition to interviews, crash technicians and investigators must obtain official records to initiate and complete the cases. These records include police crash reports and medical records. The second information collection under SCI is for the collection of crash records from police jurisdictions. The SCI investigators contact an estimated 100 police jurisdictions once per year and require approximately 10 minutes of staff time per police jurisdiction. To estimate the burden to these police jurisdictions, NHTSA multiplied the average number of visits per year by the average burden per visit and the number of police jurisdictions. Accordingly, NHTSA estimates the total annual burden for police jurisdictions to be 10 minutes per respondent (10 minutes × 1 query per year) and 17 hours for all respondents ((10 minutes × 100 police jurisdictions) ÷ 60 minutes/hour = 16.67 hours).

The third information collection under SCI is for the collection of medical records from hospitals. Based on existing data, SCI collects an average of 100 records each year from 100 hospitals (1 request per hospital per year). NHTSA estimates that a hospital spends 10 minutes for each record requested. Accordingly, NHTSA estimates the total annual burden to be 17 hours ((100 records × 10 minutes) ÷ 60 minutes/hour = 16.67 hours) and estimates that each hospital will, on average, spend 10 minutes providing the requested information each year (10 minutes × 1 record request per year).

The fourth information collection under SCI is for the collection from tow yards necessary to gain access to and locate a vehicle that was involved in a crash. Typically, a tow facility operator just needs to give the crash technician permission to enter the yard to inspect the vehicle and involves approximately 5 minutes of staff time. SCI conducts approximately 100 visits to tow facilities per year, and NHTSA estimates that 100 tow facilities will be visited annually (1 request per facility per year). Accordingly, NHTSA estimates the total annual burden to be 8 hours ((100 visits × 5 minutes) ÷ 60 minutes/hour = 8.33 hours) and estimates that each tow facility will, on average, spend 5 minutes providing the requested information each year.

Accordingly, NHTSA estimates that the total burden associated with the SCI data acquisition system is 109 hours (67 + 17 + 17 + 8).

Estimated Total Annual Burden Cost: $0.

There are no capital, start-up, or annual operation and maintenance costs involved in this collection of information. The respondents would not incur any reporting costs from the information collection beyond the opportunity or labor costs associated with the burden hours. The respondents also would not incur any recordkeeping burden or recordkeeping costs from the information collection.

Special Studies

Affected Public: Law enforcement jurisdictions that provide access to and a copy of the crash report where the data is not electronic.

Estimated Number of Respondents: 1,000.

Frequency: On occasion (typically once per year).

Estimated Total Annual Burden Hours: 167 hours.

There is only one information collection for Special Studies in this ICR. This ICR only covers special studies involving remote-level investigations.[1] Accordingly, these remote-level investigations do not involve interviews of individuals involved in crashes, collection of medical records from hospitals, or visits to tow facilities. Instead, these special studies only involve the collection of information from police jurisdictions.

NHTSA estimates that the special studies will involve, on average, 1,000 police jurisdictions each year and require approximately 10 minutes of staff time per police jurisdiction. The total annual hour burden on jurisdictions for special studies information is estimated to be 167 hours (1 visit × 10 minutes × 1,000 jurisdictions ÷ 60 minutes/hour = 166.67).

Estimated Total Annual Burden Cost: $0.

There are no capital, start-up, or annual operation and maintenance costs involved in this collection of information. The respondents would not incur any reporting costs from the information collection beyond the labor costs associated with the burden hours. The respondents also would not incur any recordkeeping burden or recordkeeping costs from the information collection.

Estimated Total Annual Burden Hours All Programs: 12,063 hours.

The total estimated annual burden hours to all respondents for this ICR is 12,063 hours. The table below provides a summary of the estimated annual burden hours.

TABLE 2—SUMMARY OF BURDEN HOUR ESTIMATES

Information collection title	Number of respondents	Number of responses (per respondent)	Burden per response (minutes)	Burden per respondent	Total burden (hours)
CISS: Interviews with Individuals Involved in Crashes	20,869	20,869 *(1)*	20	20 minutes	6,956
CISS: Collection of Police Records from Sampled Jurisdictions.	316	16,432 *(52)*	3	156 minutes	821.6
				(2.6 hours)	822
CISS: Collection of Police Records from Non-Sampled Jurisdictions.	595	1,190 *(2)*	15	30 minutes	298
CISS: Collection of Medical Records	480	16,695 *(34.76)*	10	5.78 hours	2,783
CISS: Access to Tow Yards	1,960	11,130 *(5.68)*	5	28.39 minutes	928
SCI: Interviews with Individuals Involved in Crashes	200	200 *(1)*	20	20 minutes	67
SCI: Collection of Police Records	100	100 *(1)*	10	10 minutes	17
SCI: Collection of Medical Records	100	100 *(1)*	10	10 minutes	17
SCI: Access to Tow Yards	100	100 *(1)*	5	5 minutes	8
Special Studies: Collection of Police Records	1,000	1,000 *(1)*	10	10 minutes	167
Total					12,063

Estimated Total Annual Burden Cost All Programs: $0.

NHTSA estimates that there are no costs to respondents other than costs associated with 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 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 to be collected; and (d) ways to 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; 49 CFR 1.49; and DOT Order 1351.29.

Chou Lin Chen,

Associate Administrator, National Center for Statistics and Analysis.

[FR Doc. 2022–08275 Filed 4–18–22; 8:45 am]

BILLING CODE 4910–59–P

[1] If NHTSA intends to conduct a special study that is not remote, it will seek separate clearance.

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[PHMSA–2019–0098]

Lithium Battery Air Safety Advisory Committee; Notice of Public Meeting

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

ACTION: Notice of public meeting.

SUMMARY: This notice announces a meeting of the Lithium Battery Air Safety Advisory Committee (Committee).

DATES: The meeting will be held on May 4, 2022, from 9:00 a.m. to 5:30 p.m. Eastern Daylight Time. Requests to attend the meeting must be sent by April 19, 2022, to the point of contact identified in the **FOR FURTHER INFORMATION CONTACT** section. Persons requesting to speak during the meeting must submit a written copy of their remarks to DOT by April 19, 2022. Requests to submit written materials to be reviewed during the meeting must be received no later than April 19, 2022.

ADDRESSES: The meeting will be held virtually. Details to access the virtual meeting will be posted on the Committee website located at: *https://www.phmsa.dot.gov/hazmat/rulemakings/lithium-battery-safety-advisory-committee.* If the guidelines concerning personal health and safety in Federal facilities during the COVID–19 pandemic change, PHMSA may hold a hybrid meeting. Details on a hybrid meeting will also be posted on the Committee website. The E-Gov website is located at *https://www.regulations.gov.* Mailed written comments intended for the Committee