

including a car number and build date. FRA uses the identification marks to help obtain certain information related to a car's compliance with Federal safety laws. The marks are used consistently across railroad records to identify the car and show: the type of car, what it's carrying, its movement history, and current maintenance schedule. Using the marks to identify the cars helps FRA determine the application of Federal safety laws to that

car and who is responsible for compliance. FRA also uses this information to determine if the freight car qualifies for dedicated service and is excluded from the requirements of part 215. Railroads use the required information to provide identification and control so that dedicated cars remain in the prescribed service.

In this 60-day notice, FRA decreased the estimated paperwork burden under § 215.11 by 250 hours. The decreased

burden reflects the reduction in number of mechanical employees in the railroad industry.

*Type of Request:* Extension without change (with changes in estimates) of a currently approved collection.

*Affected Public:* Businesses.

*Form(s):* N/A.

*Respondent Universe:* 754 railroads.

*Frequency of Submission:* On occasion.

*Reporting Burden:*

Section	Respondent universe	Total annual responses (A)	Average time per responses (B)	Total annual burden hours (C = A * B)	Total cost equivalent in U.S. dollar (D = C * wage rates)
215.9(a)(2)—Movement of defective cars for repair—Tagging.	754 railroads .....	150,000 Tags .....	5 minutes .....	12,500	753,375
—(a)(3) Notifications of removal of defective car tags.	754 railroads .....	75,000 notifications ..	2 minutes .....	2,500	150,675
215.11—Designated inspectors—Records.	754 railroads .....	30,000 records .....	1 minute .....	500	30,135
215.301—Stenciling—General .....	754 railroads .....	30,000 stenciled .....	45 minutes .....	22,500	1,356,075
Total .....	754 railroads .....	285,000 responses ..	N/A .....	38,000	2,290,260

*Total Estimated Annual Responses:* 285,000.

*Total Estimated Annual Burden:* 38,000 hours.

*Total Estimated Annual Burden Hour Dollar Cost Equivalent:* \$2,290,260.

*Title:* Rear End Marking Devices.

*OMB Control Number:* 2130–0523.

*Abstract:* Title 49 CFR part 221 contains requirements for rear end marking devices. Railroads must provide FRA with a detailed description of the type of marking devices used for any locomotive operating singly or for

cars or locomotives operating at the end of a train (trailing end) to ensure that they meet minimum standards for visibility and display. Specifically, part 221 requires railroads to furnish a certification that each device has been tested in accordance with current “Guidelines for Testing of Rear End Marking Devices.” Additionally, part 221 requires railroads to furnish detailed test records, which include the names of testing organizations, test descriptions, number of samples tested, and the test results, to demonstrate

compliance with the performance standard.

In this 60-day notice, FRA made no adjustments to the previously approved burden hours.

*Type of Request:* Extension without change (with changes in estimates) of a currently approved collection.

*Affected Public:* Businesses.

*Form(s):* N/A.

*Respondent Universe:* 754 railroads.

*Frequency of Submission:* On occasion.

*Reporting Burden:*

Section	Respondent universe	Total annual responses (A)	Average time per responses (B)	Total annual burden hours (C = A * B)	Total cost equivalent in U.S. dollar (D = C * wage rates)
221.14—Marking Devices, and Appendix A.	754 railroads + 24 manufacturers.	2 submissions + records.	1 hour .....	2	155

*Total Estimated Annual Responses:* 2.

*Total Estimated Annual Burden:* 2 hours.

*Total Estimated Annual Burden Hour Dollar Cost Equivalent:* \$155.

FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information that does not display a currently valid OMB control number.

**Authority:** 44 U.S.C. 3501–3520.

**Brett A. Jortland,**

*Deputy Chief Counsel.*

[FR Doc. 2022–14244 Filed 7–1–22; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2022–0047]

### Model Minimum Uniform Crash Criteria (MMUCC) Committee

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

**ACTION:** Notice of the creation of the MMUCC Committee.

**SUMMARY:** NHTSA has led the development of the Model Minimum Uniform Crash Criteria (MMUCC) since the first edition was published in 1998. NHTSA announces that it will form a MMUCC Committee to inform the development and revision of the MMUCC Guideline, sixth edition. The MMUCC Committee's objectives are: (1) to exchange views, information, and advice to further refine the collection of motor vehicle crash data and (2) to exchange views, information, and advice on institutional barriers preventing MMUCC implementation.

**ADDRESSES:** You may submit comments bearing the Federal Docket Management System Docket ID NHTSA–2022–0047 using any of the following methods:

- **Federal rulemaking Portal:** Go to <https://www.regulations.gov>. Follow the online instructions for submitting comments.

- **Mail:** Send comments to: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590.

- **Fax:** Written comments may be faxed to (202) 493–2251.

- **Hand Delivery:** If you plan to submit written comments by hand or courier, please do so at 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC, between 9 a.m. and 5 p.m. Eastern Time, Monday through Friday, except Federal holidays.

Please submit all comments to the Docket by September 6, 2022.

Whichever way you submit your comments, please remember to mention the agency and the docket number of this document within your correspondence. Please note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the “Privacy Act” heading below.

**Privacy Act:** Anyone can search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comments (or signing the comments, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit <https://DocketInfo.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** For information, please contact John Siegler, National Center for Statistics and

Analysis, NHTSA (telephone: 202–366–1268 or email: [john.siegler@dot.gov](mailto:john.siegler@dot.gov)).

**SUPPLEMENTARY INFORMATION:** The MMUCC Guideline identifies a voluntary, minimum set of motor vehicle crash data elements and their set of attributes that States can consider collecting and including on their law enforcement traffic crash report forms and in their electronic crash data systems. MMUCC promotes data uniformity within the highway safety community by creating a common foundation for State crash data systems to provide the information necessary to improve highway safety. Crash data is used to identify problems, determine highway safety messages and strategic communication campaigns, optimize the location of selective law enforcement, inform decision-makers of needed highway safety legislation, and evaluate the impact of highway safety countermeasures. NHTSA first published MMUCC with the Governors Highway Safety Association, Federal Highway Administration, Federal Motor Carrier Safety Administration, State and industry partners in 1998. The Guideline has been regularly updated to address emerging highway safety issues, with the most recent 5th Edition published in 2017.

While MMUCC is a voluntary Guideline for States, the crash data that NHTSA obtains from the States feeds both the Fatality Analysis Reporting System (FARS) and the Crash Report Sampling System (CRSS), which are essential to traffic safety research by NHTSA as well as by other agencies. Therefore, it is critical that the recommended MMUCC data elements be designed with clarity, purpose, and efficiency.

The MMUCC Committee will be comprised of employees of State, Local, or Tribal governments acting in their official capacity that collectively will represent government agencies that are stakeholders in the collection, management, and analysis of crash data. These employees will include law enforcement officers, data analysts, IT database administrators or managers, traffic records coordinating committee members, governors' representatives for highway safety, and Federal liaisons. The MMUCC Committee will exist until NHTSA determines that it has fulfilled its mission, and Committee members will serve until they resign or are replaced by NHTSA.

The intent of the MMUCC Committee will be for NHTSA to obtain information or viewpoints specific to the expertise of the Committee members on changes to the MMUCC Guideline. While MMUCC

is a voluntary guideline for States, it is fundamental for NHTSA's crash data programs and, therefore, important that MMUCC data elements and attributes agree with CRSS and FARS. NHTSA, in consultation with this Committee, intends to produce the next edition of the MMUCC Guideline.

Issued in Washington, DC, on July 5, 2022 under authority delegated in 49 CFR part 1.95.

**Chou-Lin Chen,**

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

[FR Doc. 2022–14240 Filed 7–1–22; 8:45 am]

**BILLING CODE 4910–59–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2022–055]

#### Denial of Motor Vehicle Defect Petition, DP21–004

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

**ACTION:** Denial of petition for a defect investigation.

**SUMMARY:** This notice sets forth the reasons for the denial of a petition submitted to NHTSA on September 14, 2021, requesting that the agency investigate whether a defect related to motor vehicle safety exists in van-type or box semi-trailers due to a lack of side underride guards. On November 17, 2021, NHTSA opened Defect Petition DP21–004 to evaluate petitioners' request. After a review of the petition and other information, NHTSA has concluded that the issues presented by the petitioners will be examined in work undertaken pursuant to congressional direction under the Bipartisan Infrastructure Law. Accordingly, the agency has denied the petition.

**FOR FURTHER INFORMATION CONTACT:** Mr. Nate Seymour, Medium and Heavy Duty Vehicle Division, Office of Defects Investigation (ODI), NHTSA, 1200 New Jersey Ave. SE, Washington, DC 20590. Telephone: 202–366–2069. Email: [nate.seymour@dot.gov](mailto:nate.seymour@dot.gov).

**SUPPLEMENTARY INFORMATION:** In a letter dated September 14, 2021, Marianne and Jerry Karth, Eric Hein, and Lois Durso (petitioners) petitioned the National Highway Traffic Safety Administration (NHTSA) to initiate a defect investigation into van-type or box semi-trailers for a lack of side underride guards (SUGs). NHTSA's Office of