

hazardous materials or international commerce before beginning operations. It asks the respondent to provide the name of the business entity that owns and controls the motor carrier operation; address and telephone of principal place of business; assigned identification number(s), type of operation, types of cargo usually transported; number of vehicles owned, term leased and trip leased; driver information; and certification statement signed by an individual authorized to sign documents on behalf of the business entity.

Existing applicants will use the MCS-150 or MCS-150B to update their information in the Motor Carrier Management Information System. Applicants filing for the first time will be required to file on-line. Form MCS-150 or MCS-150B will be used for Mexico-domiciled carriers that seek authority to operate beyond the United States municipalities on the United States-Mexico border and their commercial zones. The information collected from the respondents is readily available to the public. This ICR captures the burden of continued use of the MCS-150 or MCS-150B for motor carriers updating their registration information and for the registration of Mexico-domiciled carriers.

#### Summary of Changes

The MCS-150 is being revised. The hazardous material declarations, Class 3A, Class 3B, and Div. 2.2 (Ammonia), are being removed from the form. They are obsolete and do not require new or existing applicants to identify those declarations when applying for a USDOT number as a hazardous materials motor carrier.

The remaining hazardous materials entries on the forms and their respective instructions are being redesignated alphabetically to reflect the removal of the Class 3A, Class 3B, and Div. 2.2 (Ammonia) entries.

In the Filing Options section of the instructions for the forms, the Agency name is corrected.

In the hazardous materials list in the instructions for the forms, the entry for Combustible Liquid is revised to correct the 49 CFR reference.

The instructions for the forms are being revised to clarify the definitions of "Intrastate Hazardous Materials Carrier" and "Intrastate Non-Hazardous Materials Carrier."

**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 FMCSA to perform its functions; (2) the accuracy of the

estimated burden; (3) ways for the 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 delegated in 49 CFR 1.87.

**G. Kelly Regal,**

*Associate Administrator for Office of Research and Information Technology.*

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**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-2019-0019]

#### Reports, Forms, and Record Keeping Requirements

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

**ACTION:** Request for public comment on a proposed collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under the procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections. This document describes one collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before June 24, 2019.

**ADDRESSES:** You may submit comments identified by DOT Docket ID Number NHTSA-2019-0019 using any of the following methods:

*Electronic submissions:* Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

*Mail:* Docket Management Facility, M-30, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590.

*Hand Delivery:* West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

*Fax:* 1-202-493-2251.

*Instructions:* Each submission must include the Agency name and the

Docket number for this Notice. Note that all comments received will be posted without change to <http://www.regulations.gov> including any personal information provided.

#### FOR FURTHER INFORMATION CONTACT:

Amy Berning, Research Psychologist, NHTSA-NPD-130, 1200 New Jersey Avenue SE, W44-237, Washington, DC 20590. Ms. Berning's phone number is 202-366-5587, and her email address is [amy.berning@dot.gov](mailto:amy.berning@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) 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;

(ii) 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;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.*, permitting electronic submissions of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information:

**Title:** Prevalence of Alcohol and Other Drug Use Among Motor Vehicle Crash Victims Admitted to Select Trauma Centers.

**OMB Control Number:** None.

**Form No.:** None.

**Type of Information Collection**

**Request:** Approval of a New Information Collection.

**Type of Review Requested:** Regular.

The research study will involve the use of information, including blood samples, that was originally collected in the course of clinical treatment. Generally, under 5 U.S.C. 1320.3(h)(5), information does not include "[f]acts or

opinions obtained initially or in follow-on requests, from individuals (including individuals in control groups) under treatment or clinical examination in connection with research on or prophylaxis to prevent a clinical disorder, direct treatment of that disorder, or the interpretation of biological analyses of body fluids, tissues, or other specimens, or the identification or classification of such specimens.” However, as provided in 5 U.S.C. 1320.3(h), OMB may determine that any specific item constitutes “information.” NHTSA has consulted with OMB on a proposed research study and OMB has determined that, for the purpose of NHTSA’s research study, the collection of the blood samples and de-identified information, including patient demographics, cause of injury, and injury severity, is a collection of information for which NHTSA must seek clearance from OMB.

**Respondents:** Participants will include approximately 7,500 people seriously injured in a motor vehicle crash (MVC) arriving at one of the selected trauma centers or morgues immediately after the crash injury was incurred. As such, participants will include seriously-injured and fatally-injured drivers and other crash-involved road users (e.g., passengers, pedestrians, bicyclists, scooter riders).

**Estimated Time per Participant:** The trauma centers and medical examiners at the selected study sites universally draw patients’ blood for clinical treatment or autopsy purposes. The trauma centers and medical examiners also collect other information such as patient demographics, cause of injury, injury severity, and drugs administered during treatment as part of their normal operating procedures. The only blood that will be used in this study will be de-identified blood samples that were collected, but not used, during their routine clinical procedures. The study will also use other de-identified information that was collected as part of their routine clinical documentation procedures. Again, this information would be collected even in the absence of NHTSA’s research study. As such, NHTSA does not estimate any burden on the participants.

**Total Estimated Annual Burden Hours:** 0.00 hours per year.

**Frequency of Collection:** The collection is part of a one-time study. The trauma centers will provide de-identified information on a patient every time an individual presents to the trauma center as an MVC victim. When available, blood samples from MVC victims that were already collected as part of routine clinical procedures will

be de-identified and provided for toxicological analyses. Similarly, the medical examiners will provide de-identified information on the fatally-injured MVC victims in the morgue and will provide a blood sample, when available, after all clinical procedures are complete.

**Abstract:** The National Highway Traffic Safety Administration (NHTSA) seeks to examine the prevalence of legal and illegal drugs in the systems of seriously- or fatally-injured drivers and other crash-involved road users presenting directly to the selected trauma centers or medical examiners. The contracted trauma centers and medical examiners will provide the study with de-identified blood samples, when available, that were already collected during their routine clinical treatment activities. The study will then conduct independent drug toxicology testing to determine the prevalence of alcohol and other drugs in the systems of the participants. The trauma centers and medical examiners will also provide the study with other de-identified participant classification information such as patient demographics, cause of injury, and injury severity. The trauma centers and medical examiners will provide this already-collected and de-identified information to the study in accordance with all applicable Federal, State, and local regulations governing the sharing of such information and as approved by the study Institutional Review Board.

**Description of the Need for the Information and Proposed Use of the Information:** NHTSA’s mission is to save lives, prevent injuries and reduce traffic-related health care and other economic costs. The agency develops, promotes and implements educational, and enforcement programs with the goal of ending preventable tragedies and reducing economic costs associated with vehicle use and highway travel. There is a dearth of information on drug prevalence for seriously-injured MVC victims with only a couple studies exploring the issue in the United States (e.g., Walsh, et al., 2004 <sup>1</sup>) and Canada (e.g., Brubacher et al., 2016 <sup>2</sup>). This study seeks to help fill a gap in the state of knowledge concerning drug prevalence among MVC victims who are

<sup>1</sup> Walsh, J. M., Flegel, R., Cangianelli, L. A., Atkins, R., Soderstrom, C.A., & Kerns, T. J. (2004). Epidemiology of alcohol and other drug use among motor vehicle crash victims admitted to a trauma center. *Traffic Injury Prevention*, 5(3), 254–60.

<sup>2</sup> Brubacher, J., Chan, H., Martz, W., Schreiber, W., Abridge, M., Eppler, J., Lund, A., Macdonald, S., Drummer, O., Purssell, R., Andolfatto, G., Mann, R., & Brant, R. (2016). Prevalence of alcohol and drug use in injured British Columbia drivers. *BMJ Open*, 6(3), e009278.

seriously- or fatally-injured, and present directly to a trauma center or morgue. While the sample is not nationally representative and will not be used for national estimates, the results of this research will produce information on a large sample of MVC victims, and will assist NHTSA in better understanding the prevalence of different drugs among the seriously- and fatally-injured at the participating trauma centers and morgues.

**Authority:** 44 U.S.C. Section 3506(c)(2)(A).

Issued in Washington, DC on April 19, 2019.

**Jon Krohmer,**

*Associate Administrator, Acting, Research and Program Development.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. DOT–OST–2019–0057]

### Privacy Act of 1974; Department of Transportation, National Highway Traffic Safety Administration; DOT/NHTSA–415; Vehicle Owner Questionnaire (VOQ) System

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

**ACTION:** Notice of a modified system of records.

**SUMMARY:** In accordance with the Privacy Act of 1974, the National Highway Traffic Safety Administration (NHTSA) proposes to update, reissue, and rename a previously published Department of Transportation (DOT) system of records titled, “Department of Transportation—DOT/NHTSA 415 Artemis/Vehicle Owner Complaint Information.” This system of records allows NHTSA to collect and retain complaints, letters communicating vehicle or equipment concerns, and supporting documentation which may include photos, videos, police accident reports, repair invoices or medical information (collectively, “vehicle owner questionnaires” or “VOQs”) submitted by or on behalf of vehicle or equipment owners and lessees (consumers). NHTSA updated the notice with regards to: System Name to *Vehicle Owner Questionnaire (VOQ) System* to appropriately identify the specific records maintained in the Artemis system covered by the Privacy Act; System Location to include NHTSA’s current address and the location of the