ACTION: Notice of request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Requirements (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describe the nature of the information collection and their expected burdens.

DATES: Comments must be submitted on or before November 4, 2019.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW, Washington, DC 20503, Attention: FTA Desk Officer. Alternatively, comments may be sent via email to the Office of Information and Regulatory Affairs (OIRA), Office of Management and Budget, at the following address: *oira_submissions@omb.eop.gov.*

Comments are Invited On: 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; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and 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. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Tia Swain, Office of Administration, Management Planning Division, 1200 New Jersey Avenue SE, Mail Stop TAD–10, Washington, DC 20590 (202) 366–0354 or *tia.swain@dot.gov.*

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Public Law 104–13, Section 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501–3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On June 18, 2019, FTA published a 60-day notice (84 FR 28383) in the **Federal Register** soliciting comments on the ICR that the agency was seeking OMB approval. FTA received no comments after issuing this 60-day notice. Accordingly, DOT announces that these information collection activities have been re-evaluated and certified under 5 CFR 1320.5(a) and forwarded to OMB for review and approval pursuant to 5 CFR 1320.12(c).

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507 (b)–(c); 5 CFR 1320.12(d); *see also* 60 FR 44978, 44983, Aug. 29, 1995. OMB believes that the 30-day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5 CFR 1320.12(c); *see also* 60 FR 44983, Aug. 29, 1995.

The summaries below describe the nature of the information collection requirements (ICRs) and the expected burden. The requirements are being submitted for clearance by OMB as required by the PRA.

Title: Public Transportation Emergency Relief Program.

OMB Control Number: 2132–0575.

Type of Request: Renewal of a previously approved information collection.

Abstract: Since the authorization of the Public Transportation Emergency Relief Program in 2012, Congress has appropriated funds three times for transit agencies affected by disaster.

The first appropriation of funds for the program was in 2013 following Hurricane Sandy, for which the President declared a major disaster for areas of 12 States and the District of Columbia. Under the Disaster Relief Appropriations Act (Pub. L. 113–2), Congress provided $10.9 billion for FTA's Emergency Relief Program for recovery, relief, and resilience efforts in the counties specified in the disaster declaration. Approximately $10.0 billion remained available after implementation of the Balanced Budget and Emergency Deficit Control Act of 2011 (Pub. L. 112–25) and after intergovernmental transfers to other bureaus and offices within DOT. FTA has allocated the full amount in multiple tiers for response, recovery and rebuilding; for locally prioritized resilience projects, and for competitively selected resilience projects.

The second appropriation of funds for the Emergency Relief Program was in 2018 following Hurricanes Harvey, Irma, and Maria, for which the President declared major disasters in areas of Florida, Georgia, Louisiana, Puerto Rico, South Carolina, Texas, and the U.S. Virgin Islands. Under the Bipartisan Budget Act of 2018 (Pub. L. 115–123), Congress provided $330 million for FTA's Emergency Relief Program for transit systems affected by Hurricanes Harvey, Irma, and Maria. On May 31, 2018 FTA allocated $277.5 million for response, recovery, rebuilding, and resilience projects.

The third appropriation of funds for the Emergency Relief Program was in 2019. Under the Additional Supplemental Appropriations for Disaster Relief Act of 2019, Congress appropriated $10.5 million for FTA's Emergency Relief Program for transit systems affected by major declared disasters occurring in calendar year 2018.

Respondents: States, local governmental authorities, Indian tribes and other FTA recipients impacted by Hurricane Sandy which affected mid-Atlantic and northeastern states in October 2012; Hurricane Harvey which affected areas of Texas and Louisiana in August 2017; and Hurricanes Irma and Maria which affected the southeastern states and the territories of the Puerto Rico and the U.S. Virgin Islands in September 2017, and by major declared disasters occurring in calendar year 2018.

Estimated Annual Number of Respondents: 26.

Estimated Total Annual Burden: 4,680 hours.

Frequency: Annually.

Nadine Pembleton,

Director Office of Management Planning.

[FR Doc. 2019–21546 Filed 10–2–19; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA 2019–0018]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this

notice announces that the Information Collection Requirements (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describe the nature of the information collection and their expected burdens.

DATES: Comments must be submitted on or before November 4, 2019.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW, Washington, DC 20503, Attention: FTA Desk Officer. Alternatively, comments may be sent via email to the Office of Information and Regulatory Affairs (OIRA), Office of Management and Budget, at the following address: *oira_submissions@omb.eop.gov*.

Comments are Invited On: 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; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and 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. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Tia Swain, Office of Administration, Management Planning Division, 1200 New Jersey Avenue SE, Mail Stop TAD–10, Washington, DC 20590 (202) 366–0354 or *tia.swain@dot.gov*.

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Public Law 104–13, Section 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501–3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On July 2, 2019, FTA published a 60-day notice (84 FR 31657) in the **Federal Register** soliciting comments on the ICR that the agency was seeking OMB approval. FTA received one comment after issuing this 60-day notice. The comment was from the Michigan Department of Transportation (MDOT) Docket #FTA–0008–0001. The comment states: ''MDOT supports the continued collection of bus testing information by the Thomas D. Larson Pennsylvania Transportation Institute (LTI) with the following concerns: (1) Timeliness of testing on new or updated bus bodies and OEM vehicle chassis, test completion can take up to a year or more in some instances; (2) Communication of testing delays to recipients. Explanation of delays doesn't seem to be provided to bus manufacturers or chassis OEMs; (3) Increased testing capacity. With the increase in Federal emissions and fuel economy standards, OEMs are continually introducing new engine and transmission combinations that require new tests. Adding staff or opening additional test facilities may help alleviate this issue. The LoNo test facilities at Ohio State University and Auburn University may be an option to help assist in the testing of traditional buses if allowed, which would shorten test delays.'' FTA's responded by stating, ''FTA acknowledges that improvements can be made in the application response process. In an effort to address these issues, this information is working on a web-based test form for bus testing determinations and approvals with the purpose of not only improving request turn arounds, but increasing transparency where submitters will be provided real-time updates with the status of their applications. The purpose of the PRA is to provide an estimate of time burdens associated with the preparation of a determination and/or and approval request. The time burdens consider all the technical and legal advisors involved in the process of gathering information to prepare and submit an application. Unfortunately, addressing the duration of tests, how many tests are performed, and any modification to 49 CFR 665 is outside of the scope of this document. We appreciate MDOT's comments and encourage to submit any suggestions and/or recommended amendments following applicable protocols established in 49 CFR 601, ''Organization, Functions, and Procedures''. In addition, FTA will be hosting a Bus Maintenance and Bus Testing Peer-to-Peer Exchange in October 2019, to engage the vehicle manufacturers industry, encourage an open dialogue, and address areas of improvement within the Bus Testing Program. Accordingly, DOT announces that these information collection activities have been re-evaluated and certified under 5 CFR 1320.5(a) and forwarded to OMB for review and approval pursuant to 5 CFR 1320.12(c).

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b)–(c); 5 CFR 1320.12(d); *see also* 60 FR 44978, 44983, Aug. 29, 1995. OMB believes that the 30-day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5 CFR 1320.12(c); *see also* 60 FR 44983, Aug. 29, 1995.

The summaries below describe the nature of the information collection requirements (ICRs) and the expected burden. The requirements are being submitted for clearance by OMB as required by the PRA.

Title: Bus Testing Program.

OMB Control Number: 2132–0550.

Type of Request: Renewal of a previously approved information collection.

Abstract: 49 U.S.C. Section 5318(e) provides that Federal funds appropriated or otherwise made available under 49 U.S.C. Chapter 53 [FTA funding] may not be obligated or expended for the acquisition of a new bus model unless a bus of that model has been tested for maintainability, reliability, safety, performance (including braking performance), structural integrity, fuel economy, emissions, and noise at a bus testing facility authorized under 49 U.S.C. Section 5318(a).

At this time, there is one active Bus Testing Center operated by the Thomas D. Larson Pennsylvania Transportation Institute of the Pennsylvania State University (LTI). LTI operates and maintains the Center under a cooperative agreement with FTA, and establishes and collects fees for the testing of the vehicles at the facility. Two additional bus testing facilities authorized to test low and no-emission (LoNo) buses have been authorized by Congress. FTA is working with Auburn University and The Ohio State University to establish those facilities, which are not yet operational. The nature and quantity of the information that must be collected to operate the Bus Testing Program will not change significantly when these additional

centers become operational. Auburn and Ohio State separately received appropriations to conduct testing of components for LoNo buses. Those projects are separate from Bus Testing and FTA does not expect them to affect the paperwork burden for the Bus Testing Program. Upon completion of the testing of the vehicle at the Center with a passing test score, a draft Bus Testing Report is provided to the manufacturer of the new bus model. If the manufacturer approves the Report for publication, the bus model becomes eligible for FTA funding. 49 CFR 665.7 requires a recipient of FTA funds to certify that a bus model has been tested at the bus testing facility, that the bus model received a passing score, and that the recipient has a copy of the applicable Bus Testing Report(s) on a bus model before final acceptance of any buses of that model. Recipients are strongly encouraged to review the Bus Testing Report(s) relevant to a bus model before final acceptance and/or selection of that bus model.

Respondents: Bus manufacturers and recipients of FTA funds.

Estimated Annual Number of Respondents: 60 (40 testing determination requirements requests at 32 hours each, 20 testing authorization requests at 32 hours each, 16 tests scheduled at 10 hours each, and 3 retest requests at 17 hours each).

Estimated Total Annual Burden: 2,131 hours.

Frequency: On Occasion.

Nadine Pembleton,

Director, Office of Management Planning.

[FR Doc. 2019–21545 Filed 10–2–19; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF VETERANS AFFAIRS

VA Standards for Quality

AGENCY: Department of Veterans Affairs.

ACTION: Notice.

SUMMARY: The Secretary of the Department of Veterans Affairs (VA) establishes these standards for quality to satisfy the requirements in section 1703C of title 38, United States Code (U.S.C.), as added by section 104 of the VA MISSION Act of 2018.

FOR FURTHER INFORMATION CONTACT: Joseph Francis, Office of Reporting, Analytics, Performance, Improvement, and Deployment (RAPID), 10A8, Veterans Health Administration, Department of Veterans Affairs, 810 Vermont Avenue NW, Washington, DC 20420, (202) 461–5833. This is not a toll-free number.

SUPPLEMENTARY INFORMATION: Section 1703C of 38 U.S.C., as added by section 104 of the VA MISSION Act of 2018 requires VA to establish standards for quality regarding hospital care, medical services, and extended care services furnished by the Department, including through non-Department health care providers pursuant to section 1703 of this title. Starting in August 2018, VA began consulting with various stakeholders and experts including the Department of Defense (DoD) Defense Health Agency, the Centers for Medicare & Medicaid Services, the Department of Health and Human Services (HHS), Veterans Insight Panel focus groups selected from a standing veteran consumer panel (maintained by a neutral third-party) that is demographically representative of veterans served by VA, regulatory and accreditation groups, Veterans Service Organizations, Federal employee representatives, and health care specialty associations and organizations. VA also solicited comments from the public through a Notice in the **Federal Register** on August 24, 2018, (83 FR 42983), and held a public meeting on September 24, 2018, inviting the public to discuss and provide input regarding what VA should consider when developing the standards for quality. VA submitted a report to Congress on the proposed VA standards for quality on March 13, 2019. This Notice formally establishes VA's standards for quality.

In defining VA's standards for quality established by the Secretary, VA incorporated findings from a review of existing standards, stakeholder feedback, and the framework for quality put forth by the National Academy of Medicine in its report, ''Crossing the Quality Chasm''. The standards for quality consist of Quality Domains and Quality Measures.

- Quality Domains—broad categories of quality used to describe the desired characteristics of care received by veterans, whether furnished by VA or community-based providers.
- Quality Measures—an evolving series of numeric indicators that evaluate clinical performance within each of the quality domains.

These standards for quality are:

- Timely Care—provided without inappropriate or harmful delays.
- Effective Care—based on scientific knowledge of what is likely to provide benefits to veterans.
- Safe Care—avoids harm from care that is intended to help veterans.
- Veteran-Centered Care—anticipates and responds to veterans' and their caregivers' preferences and needs and ensures that veterans have input into clinical decisions.

The initial quality measures for each standard for quality are:

- Timely Care
  - Patient-reported measures on getting timely appointments, care, and information
  - Wait times for outpatient care
- Effective Care
  - Risk adjusted mortality rate for heart attack
  - Risk adjusted mortality rate for pneumonia
  - Risk adjusted mortality rate for heart failure
  - Risk adjusted mortality rate for chronic obstructive pulmonary disease
  - Smoking and tobacco use cessation—advising smokers to quit
  - Immunization for influenza
  - Controlling high blood pressure
  - Beta-blocker treatment after a heart attack
  - Comprehensive diabetes care—blood pressure control
  - Comprehensive diabetes care—Hemoglobin A1c poor control
  - Breast cancer screening
  - Cervical cancer screening
  - Improvement in function (short-stay skilled nursing facility patients)
  - Newly received antipsychotic medications (short-stay skilled nursing facility patients)
- Safe Care
  - Catheter associated urinary tract infection rate
  - Central line associated bloodstream infection rate
  - Clostridioides difficile infection rate
  - Death rate among surgical patients with serious treatable complications
  - New or worse pressure ulcer (short-stay skilled nursing facility patients)
  - Falls with major injury (long-stay skilled nursing facility patients)
  - Physical restraints (long-stay skilled nursing facility patients)
- Veteran-Centered Care
  - Hospital Consumer Assessment of Health Providers and Systems (HCAHPS) overall summary star rating
  - HCAHPS Care Transition summary star rating
  - Patient's overall rating of the provider on the Consumer Assessment of Health Providers and Systems (CAHPS) survey
  - Patient's rating of coordination of care on the CAHPS survey

These standards for quality were selected based on availability of