

average of 3 times each. Using this average, NHTSA estimates that the remaining 418 participants will complete a total of 890 operational tests.

Based on experience, NHTSA has also revised the estimated burden hours for the FOT. NHTSA now estimates the average duration of the pre-drive, drive, and post-drive recovery to be five hours (this estimate does not include orientation time, which is estimated separately).

NHTSA has also revised estimates to include the time for test-day questions

in the burden estimate for FOT. These questions were counted separately in the initial ICR. However, the question responses are collected during the post-drive recovery time and included in the average time for participants in the FOT portion of the study.

NHTSA estimates the total burden for the remaining data collection to be 6,498 hours. The research team expects the data collection to take place over 24 months, for an average of 3,249 hours per year. This is longer than initially

estimated due to observed difficulty in recruitment.

NHTSA estimates the opportunity cost associated with this information collection using the median hourly wage for the Southwest Virginia nonmetropolitan area of \$15.34 per hour for all occupations,<sup>1</sup> resulting in a total opportunity cost of \$99,679.32 and an annual opportunity cost of \$49,839.66.

Table 1 provides a summary of the remaining burden hours for this information collection.

TABLE 1—ESTIMATED BURDEN HOURS AND ASSOCIATED OPPORTUNITY COSTS

Instrument	Number of responses	Number of respondents	Duration	Estimated burden hours	Cost per hour	Estimated burden hour cost
Eligibility/Demographic Interview .....	2,787	2,787	30 min (0.5 hrs).	1,393.5	\$15.34	\$21,376.29
Full Orientation .....	418	418	1 hour ....	418	15.34	8,151.00
Health Screening Only .....	468	234	30 min (0.5 hrs).	234	15.34	4,563.00
Field Operational Test .....	890	418	5 hours ..	4,452	15.34	86,814.00
Total (covering a 24-month period) .....				6,497.5 (6,498)		99,679.32
Estimated Annual Burden .....				3,249		49,839.66

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

NHTSA estimates that there are no additional costs to respondents beyond those associated with opportunity cost. To offset these costs, NHTSA is paying respondents who participate in the FOT \$19.50 per hour.

*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 1351.29.

**Cem Hatipoglu,**  
Associate Administrator, Vehicle Safety Research.

[FR Doc. 2021-28363 Filed 12-29-21; 8:45 am]

**BILLING CODE 4910-59-P**

**DEPARTMENT OF TRANSPORTATION**

[Docket No.: DOT-OST-2021-0160]

**Transportation Research and Development Strategic Plan; Request for Information**

**AGENCY:** Office of the Assistant Secretary for Research and Technology (OST-R), U.S. Department of Transportation (DOT).

**ACTION:** Request for Information (RFI).

**SUMMARY:** The Office of the Assistant Secretary for Research and Technology (OST-R) invites the public to provide comments to inform the development of DOT's Research, Development, and Technology (RD&T) Strategic Plan for fiscal years (FY) 2022-2026. We welcome the views of the transportation research community on USDOT's research vision, strategic goals, and

priorities, and how our research programs can advance the transportation system of the present and future. Please help us shape our research plans at this pivotal moment in the transformation of the nation's transportation system.

**DATES:** Comments are due by January 31, 2022. DOT will consider comments filed after this date to the extent practicable.

**ADDRESSES:** Written comments may be submitted by email or U.S. mail. Respondents are encouraged to submit comments electronically to ensure timely receipt. Please include your name, title, organization, postal address, telephone number, and email address.

- *Electronic Submission:* Go to <http://www.regulations.gov>. Search by using the docket number (provided above). Follow the instructions for sending comments.

- *Email:* [rdtplan@dot.gov](mailto:rdtplan@dot.gov). Include the docket number in the subject line of the message. Please include the full body of your comments in the text of the electronic message and as an attachment.

- *Mail:* Docket Management Facility; U.S. Department of Transportation, 1200

<sup>1</sup> Occupational Employment and Wage Statistics, May 2020 Metropolitan and Nonmetropolitan Area Occupational Employment and Wage Estimates—

Southwest Virginia nonmetropolitan area. U.S. Bureau of Labor Statistics. <https://www.bls.gov/oes/>

2020/may/oes\_5100001.htm. Last Accessed 12/27/21.

New Jersey Avenue SE, Room PL-401, Washington, DC 20590-0001.

• *Instructions:* All submissions must include the agency name and docket numbers.

**FOR FURTHER INFORMATION CONTACT:**

Jordan Katz, Community Planner, U.S. DOT Volpe Center, Telephone (617) 494-3783 or email [rdtplan@dot.gov](mailto:rdtplan@dot.gov).

**SUPPLEMENTARY INFORMATION:** 49 U.S.C. Section 6503 requires that the Secretary of Transportation develop a 5-year transportation research and development strategic plan to guide future Federal transportation research and development activities. The statute states that the strategic plan shall describe how the plan furthers the primary purpose of the transportation research and development program.

49 U.S.C. Chapter 65 outlines the following primary purposes of transportation research:

- Promoting safety
- Improving mobility of people and goods
- Reducing congestion
- Improving the durability and extending the life of transportation infrastructure
- Preserving the existing transportation system
- Preserving the environment
- Reducing transportation cybersecurity risks

DOT is in the process of updating its strategic plan for FY 2022–2026 and released a Draft Strategic Framework in December 2021, which outlined the following six draft DOT Strategic Goals:

- Safety
- Economic strength and global competitiveness
- Equity
- Climate and sustainability
- Transformation
- Organizational excellence

The Draft Strategic Framework can be accessed at <https://www.transportation.gov/dot-strategic-plan>.

In order to align its research strategy and programs with the Department's goals, DOT is developing a new Research, Development, and Technology (RD&T) Strategic Plan for FY2022–2026.

OST–R invites the public to provide comments to inform the development of the 5-year strategic plan for transportation RD&T. Comments should regard appropriate RD&T activities to meet the purposes and considerations listed above and/or emerging RD&T challenges, opportunities, and priorities that DOT RD&T should address over the next five years. In particular, comments may respond to any or all of the following questions:

1. How should DOT prioritize and invest in research activities over the next five years? Over the next 30 years?

2. What types of research activities should DOT undertake to meet its strategic goals?

3. What key social, demographic, economic, technological, and/or other trends influence transportation today and into the future?

4. What emerging challenges or opportunities or knowledge gaps in transportation warrant additional Federal RD&T activities or investments?

5. How can DOT best lead and coordinate its RD&T activities with Federal, State, local, tribal, private sector, non-profit institutions, and international partners?

6. What activities should DOT adopt to facilitate deployment of DOT research results into the U.S. transportation system?

7. Is there anything else you want to share or say regarding DOT's research portfolio and activities?

Issued on December 23, 2021.

**Jordan Wainer Katz,**  
Community Planner.

[FR Doc. 2021-28283 Filed 12-29-21; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### Proposed Collection; Requesting Comments on Notice 2021-57

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Notice and request for comments.

**SUMMARY:** The Internal Revenue Service, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995. The IRS is soliciting comments concerning Notice 2021-57, Funding relief for multiemployer defined benefit pension plans under the American Rescue Plan Act of 2021.

**DATES:** Written comments should be received on or before February 28, 2022 to be assured of consideration.

**ADDRESSES:** Direct all written comments to Andres Garcia, Internal Revenue Service, Room 6526, 1111 Constitution Avenue NW, Washington, DC 20224. You must reference the information collection's title, form number, reporting or record-keeping requirement

number, and OMB number in your comment.

**FOR FURTHER INFORMATION CONTACT:**

Requests for additional information or copies of the notice should be directed to Jon Callahan, (737) 800-7639, at Internal Revenue Service, Room 6526, 1111 Constitution Avenue NW, Washington, DC 20224, or through the internet at [jon.r.callahan@irs.gov](mailto:jon.r.callahan@irs.gov).

**SUPPLEMENTARY INFORMATION:**

The IRS is currently seeking comments concerning the following information collection tools, reporting, and record-keeping requirements:

*Title:* Funding relief for multiemployer defined benefit pension plans under the American Rescue Plan Act of 2021.

*OMB Number:* 1545-2300.

*Notice Number:* 2021-57.

*Abstract:* The American Rescue Plan Act of 2021 (ARP), P.L. 117-2, sections 9701, 9702, and 9703 provide elective funding relief for multiemployer defined benefit pension plans to address the continued impact of COVID-19. This notice provides guidance for sponsors of multiemployer defined benefit pension plans on the elections under sections 9701 and 9702 of the ARP Act, and the relief provided under section 9703 of the ARP Act, relating to Internal Revenue Code (IRC) sections 431 and 432.

*Current Actions:* There is no change to the existing collection.

*Type of Review:* Extension of a currently approved collection.

*Affected Public:* Business or other for-profit organizations, and not-for-profit institutions.

*Estimated Number of Responses:* 937.

*Estimated Time per Respondent:* 58 minutes.

*Estimated Total Annual Burden Hours:* 896.

The following paragraph applies to all of the collections of information covered by this notice:

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless the collection of information displays a valid OMB control number. Books or records relating to a collection of information must be retained as long as their contents may become material in the administration of any internal revenue law. Generally, tax returns and tax return information are confidential, as required by 26 U.S.C. 6103.

*Request for comments:* Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on: