

*i15springvillespanishfork/*. This notice applies to the EA, the FONSI, the NHPA Section 106 review, the Endangered Species Act determination, the Section 4(f) determinations, the noise review and noise abatement determination, and all other UDOT and federal agency decisions and other actions with respect to the project as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to the following laws (including their implementing regulations):

1. *General*: National Environmental Policy Act [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109 and 23 U.S.C. 128]; MAP–21, the Moving Ahead for Progress in the 21st Century Act [Pub. L. 112–141].

2. *Air*: Clean Air Act [42 U.S.C. 7401–7671(q)].

3. *Land*: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].

4. *Wildlife*: Endangered Species Act [16 U.S.C. 1531–1544 and Section 1536], Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)]; Migratory Bird Treaty Act [16 U.S.C. 703–712]; The Bald and Golden Eagle Protection Act [16 U.S.C. 668].

5. *Historic and Cultural Resources*: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–470(ll)]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001–3013].

6. *Social and Economic*: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].

7. *Wetlands and Water Resources*: Clean Water Act (Section 404, Section 401, Section 319) [33 U.S.C. 1251–1377]; Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601–4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)–300(j)(6)]; Rivers and Harbors Act of 1899 [33 U.S.C. 401–406]; Wild and Scenic Rivers Act [16 U.S.C. 1271–1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; TEA–21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(M, 133(b)(11))]; Flood Disaster Protection Act [42 U.S.C. 4001–4128].

8. *Hazardous Materials*: Comprehensive Environmental Response, Compensation, and Liability Act [42 U.S.C. 9601–9675]; Superfund Amendments and Reauthorization Act of 1986; Resource Conservation and Recovery Act [42 U.S.C. 6901–6992(k)].

9. *Noise*: Federal-Aid Highway Act of 1970, Public Law 91–605 [84 Stat. 1713]; [23 U.S.C. 109(h) & (i)].

10. *Executive Orders*: E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations; E.O. 11593 Protection and

Enhancement of Cultural Resources; E.O. 13287 Preserve America; E.O. 13175 Consultation and Coordination with Indian Tribal Governments; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species.

(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.)

(Authority: 23 U.S.C. 139 (l)(1))

Issued on: October 10, 2021.

Ivan Marrero,

Division Administrator, Federal Highway Administration, Salt Lake City, Utah.

[FR Doc. 2021–22660 Filed 10–15–21; 8:45 am]

BILLING CODE 4910–RY–P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA–2021–0020]

#### Agency Information Collection Activities: Request for Comments for a New Information Collection

**AGENCY:** Federal Highway Administration (FHWA), DOT.

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

**SUMMARY:** The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by December 17, 2021.

**ADDRESSES:** You may submit comments identified by DOT Docket ID Number 2021–0020 by any of the following methods:

*Website:* For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

*Fax:* 1–202–493–2251.

*Mail:* Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

*Hand Delivery or Courier:* U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

#### FOR FURTHER INFORMATION CONTACT:

Danielle Betkey, 202–366–9417, or David Kopacz, 708–402–0840, Office of Safety, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

*Title:* Safety Performance Target Setting: State-of-the-Practice Report.

*Background:* Performance management is a critical element in roadway safety and is measured by the number of lives lost and serious injuries sustained on our Nation's roadways. The State's safety performance targets help to improve data, foster transparency and accountability, and allow safety progress to be tracked at the national and State level. States use the safety performance management framework to assist them in making progress toward improving road safety through the Highway Safety Improvement Program (HSIP), which requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. Per 23 CFR part 490 subpart B, States are required to set safety performance targets in the HSIP annual report. The performance measures are based on 5-year rolling averages and include the following (1) number of fatalities; (2) rate of fatalities; (3) number of serious injuries; (4) rate of serious injuries; and (5) number of non-motorized fatalities and serious injuries.

FHWA shares the vision that zero fatalities on our Nation's roadways is the only acceptable goal. The State's annual safety performance targets represent an important step in helping States work toward the ultimate goal of eliminating traffic deaths and serious injuries. The safety performance targets are interim performance levels that contribute toward the progress of the long-term goal of zero fatalities.

FHWA does not prescribe a methodology for States to set their annual safety performance targets. States have the flexibility to use the methodology they deem most appropriate. FHWA encourages States to review data sets and trends and consider factors that may affect targets. The safety performance targets should be data-driven, realistic, and attainable and should align with the performance management framework and legislative intent.

Since 2016 when 23 CFR part 490 went into effect, States have had the opportunity to go through several

rounds of safety performance target setting. States have now set safety performance targets for calendar years (CY) 2018 through 2022 and have been assessed on the safety performance targets for CY 2018 and 2019. As States have gained more experience with target setting over the last several years, FHWA is interested in getting a better understanding of the state of the practice as it relates to safety target setting. FHWA seeks to identify how States are setting targets; what methods States are using to set targets; how States are integrating target setting into planning and programming practices; and how States are modifying their safety program in response to meeting or not meeting safety performance targets. The research will focus on identifying current practices as well as identifying gaps and noteworthy practices.

**Respondents:** Approximately 104 participants, which would allow for up to two participants for each of the 50 States plus the District of Columbia and Puerto Rico.

**Frequency:** One-time collection.

**Estimated Average Burden per Response:** Approximately 60 minutes.

**Estimated Total Annual Burden Hours:** Approximately 104 hours for a one-time collection.

**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 FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued On: October 13, 2021.

**Michael Howell,**

Information Collection Officer.

[FR Doc. 2021-22652 Filed 10-15-21; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA-2021-0016]

#### Agency Information Collection Activities: Request for Comments for a New Information Collection

**AGENCY:** Federal Highway Administration (FHWA), Transportation (DOT).

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

**SUMMARY:** The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection, which is summarized below under Supplementary Information. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by December 17, 2021.

**ADDRESSES:** You may submit comments identified by DOT Docket ID Number 2021-0016 by any of the following methods:

**Web site:** For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

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

**Mail:** Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

**Hand Delivery or Courier:** U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Eddie Curtis, Office of Operations, HOP, (404) 780-0927 Federal Highway Administration, 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m. ET, Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

**Title:** Traffic Signal Change and Clearance Interval Pooled Fund Study.

**Background:** The timing of yellow change and red clearance intervals are central to the safe transfer of right-of-way at signalized intersections. The current edition of the Manual of Uniform Traffic Control Devices for Streets and Highways[1] (MUTCD) requires a yellow change interval to

warn traffic of an impending change in right-of-way assignment at intersections with traffic control signals and requires that the duration of the yellow change interval be determined using engineering practices. While the MUTCD does not require a red clearance interval, it does require that the duration of the red clearance interval also be determined using engineering practices if such an interval is used. The MUTCD refers to the Institute of Transportation Engineers' (ITE) Manual of Traffic Signal Design or ITE's Traffic Control Devices Handbook as examples of engineering practices but does not require a specific engineering practice. Agencies have the flexibility to use these referenced documents, other engineering research or documents, or their own policies and procedures that are developed based on engineering practices. In March 2020, ITE published Guidelines for Determining Traffic Signal Change and Clearance Intervals, A Recommended Practice of the Institute of Transportation Engineers. A Transportation Pooled Fund Study has been established to study the implications of the published guidelines, evaluate the state of the practice and to conduct research to address knowledge gaps that contribute to uncertainty and a lack in uniformity in the documentation of methods applied to develop change and clearance intervals. There are no explicit requirements for State DOTs or local agencies responsible for the design and implementation of traffic signal change and clearance intervals to demonstrate how their transportation program develops and applies traffic signal change and clearance intervals. It is essential for FHWA to examine the methods and practices involved in the development of traffic signal change and clearance to establish the state of the practice, to aid in the identification of research gaps, and to support implementation of documentation to harmonize practices nationally.

**Respondents:** Approximately 410 participants, which would allow for up to 2 participants from each of the 50 State Departments of Transportation (DOT), plus the District of Columbia and Puerto Rico, and up to 4 responses from within the top 75 metropolitan areas.

**Frequency:** One-time collection.

**Estimated Average Burden per Response:** Approximately 15 minutes.

**Estimated Total Annual Burden Hours:** Approximately 103 hours for a one-time collection.

**Public Comments Invited:** You are asked to comment on any aspect of this information collection, including: (1) Ways for the FHWA to enhance the