the charging of electronic devices'' in lieu thereof.

[FR Doc. 2020–03377 Filed 2–19–20; 8:45 am]

BILLING CODE 3290–F0–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2019–0659]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Reduction of Fuel Tank Flammability on Transport Category Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew a previously approved information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on September 18, 2019. The FAA's Fuel Tank Flammability Safety rule requires manufacturers to report to the FAA every 6 months on the reliability of the fuel tank flammability reduction systems of their fleet. The data is needed to assure system performance meets that predicted at the time of certification.

DATES: Written comments should be submitted by March 23, 2020.

ADDRESSES: Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to *oira_submission@omb.eop.gov,* or faxed to (202) 395–6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW, Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: Michael E. Dostert by email at: *Mike.Dostert@faa.gov*; phone: 206–231–3168.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized 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.

OMB Control Number: 2120–0710.

Title: Reduction of Fuel Tank Flammability on Transport Category Airplanes.

Form Numbers: There are no FAA forms associated with this collection.

Type of Review: Renewal of an information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on September 19, 2019 (84 FR 49174). There were no comments. Design approval holders use flammability analysis documentation to demonstrate to their FAA Oversight Office that they are compliant with the Fuel Tank Flammability Safety rule (73 FR 42443). Semi-annual reports submitted by design approval holders provide listings of component failures discovered during scheduled or unscheduled maintenance so that the reliability of the flammability reduction means can be verified by the FAA.

Respondents: Approximately nine design approval holders.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 100 hours.

Estimated Total Annual Burden: 1,800 hours.

Issued in Des Moines, Washington, on February 14, 2020.

James E. Wilborn,

Acting Manager, Transport Standards Branch.

[FR Doc. 2020–03406 Filed 2–19–20; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Hennepin and Ramsey Counties, Minnesota

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a Tier 1 Environmental Impact Statement (EIS) will be prepared for a proposed freeway corridor improvement project on Interstate 94 (I–94) from the I–35W/Trunk Highway (TH) 55 interchange to the I–94/I–35E interchange in Hennepin and Ramsey Counties in east-central Minnesota.

FOR FURTHER INFORMATION CONTACT: Anna Varney, Senior Transportation Engineer, Federal Highway Administration, 380 Jackson Street, Suite 500, Saint Paul, MN 55101, Telephone (651) 291–6117, or Nicole Peterson, Project Manager, Minnesota Department of Transportation (Metro District) MnDOT Rethinking I–94 Project Office 1821 University Ave #N—181 Saint Paul, MN 55104, Telephone (651) 234–7658.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Minnesota Department of Transportation (MnDOT) will prepare a Tier 1 EIS for proposed improvements in the I–94 corridor between the I–35W/TH 55 interchange and the I–94/I–35E interchange, approximately eight miles. The EIS will evaluate the social, economic, transportation and environmental impacts of alternatives, including the No-Build Alternative.

The preliminary purpose of this project as identified by FHWA and MnDOT is to address infrastructure needs; highway safety issues; accommodate existing and projected traffic volumes; and improve person throughput. Opportunities to address the bicycle/pedestrian experience crossing I–94, physical infrastructure condition, and stormwater management will also be part of the Tier I EIS. There will be opportunities for public and agency involvement in further defining the Purpose and Need of the project.

The FHWA and MnDOT have decided to prepare a Tiered EIS to analyze the project on a broad scale and identify a preferred alternative for the I–94 mainline and will identify areas for access modifications/changes at existing interchanges and overpass locations. Footprinting will be used to identify potential impact areas around these locations. The Tier 1 EIS will evaluate the social, economic, and environmental impacts for a range of alternatives within the existing I–94 corridor. A program of projects will be identified for future Tier 2 environmental documents.

Subsequent Tier 2 environmental documents will be prepared with a greater degree of engineering detail for specific improvements in the corridor. The alternative analysis in the Tier 2 documents will include, but is not limited to, the alternatives that have been developed as part of Tier 1 EIS.