

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]

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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

quality, usefulness, and clarity of the collected information; and (2) 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.

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

Michael Howell,

Information Collection Officer.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2021–0191]

Parts and Accessories Necessary for Safe Operation; Application for an Exemption From Loomis Armored US, LLC

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of final disposition; grant of exemption.

SUMMARY: The FMCSA announces its decision to grant the request submitted by Loomis Armored US, LLC (Loomis) for a limited 5-year exemption to allow Loomis to weld shut the cab doors and add two new doors behind the cab of its armored vehicles. The Agency has determined that granting the exemption is likely to provide a level of safety equivalent to, or greater than, the level of safety achieved without the exemption.

DATES: This exemption is effective October 18, 2021 and ending October 13, 2026.

FOR FURTHER INFORMATION CONTACT: Mr. José R. Cestero, Vehicle and Roadside Operations Division, Office of Carrier, Driver, and Vehicle Safety, MC–PSV, (202) 366–5541, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

Docket: For access to the docket to read background documents or comments submitted to notice requesting public comments on the exemption application, go to www.regulations.gov at any time or visit Dockets Operations, Room W12–140 on the ground level of the West Building, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays. To be sure

someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations. The on-line Federal document management system is available 24 hours each day, 365 days each year. The docket number is listed at the beginning of this notice.

SUPPLEMENTARY INFORMATION:

Background

FMCSA has authority under 49 U.S.C. 31136(e) and 31315 to grant exemptions from certain parts of the Federal Motor Carrier Safety Regulations (FMCSRs). FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including any safety analyses that have been conducted. The Agency must also provide an opportunity for public comment on the request.

The Agency reviews safety analyses and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved by the current regulation (49 CFR 381.305). The decision of the Agency must be published in the **Federal Register** (49 CFR 381.315(b)) with the reasons for denying or granting the application and, if granted, the name of the person or class of persons receiving the exemption, and the regulatory provision from which the exemption is granted. The notice must also specify the effective period and explain the terms and conditions of the exemption. The exemption may be renewed (49 CFR 381.300(b)).

Loomis' Application for Exemption

Section 393.203(a) of the FMCSRs requires that (1) cab compartment doors or door parts used as an entrance or exit shall not be missing or broken; (2) doors shall not sag so that they cannot be properly opened or closed; and (3) no door shall be wired shut or otherwise secured in the closed position so that it cannot be readily opened.

Exception: When the vehicle is loaded with pipe or bar stock that blocks the door and the cab has a roof exit.

Loomis has applied for an exemption from section 393.203(a) to allow the cab doors on its specialized armored vehicles to be welded shut, given the addition of two new doors behind the cab. A copy of the application is included in the docket referenced at the beginning of this notice. In its application, Loomis states that it introduced a type of armored vehicle that allows a reduced number of

employees safely to handle cash and other valuables. The vehicles utilize a new proprietary security technology that required the installation of cab doors different from those provided by the original equipment manufacturer (OEM). In order to maintain the safety of Loomis personnel and valuable goods, as well as to enter and exit the vehicle, the cab doors were welded shut, and two new doors were installed behind the cab.

To enter the armored vehicles, the employee uses the newly installed trap compartment door. This door is equipped with biometric technology which is accessible only to authorized personnel. In case of a loss of power, the biometric technology has proprietary safety features and overrides that can be used to access the vehicle. To exit the vehicle, the employee uses the trap compartment door or the escape hatch door. Loomis states that it tested these vehicles to ensure operator security and determined that vehicle safety was not compromised. Loomis states that it trains employees on the use and operation of these armored vehicles. Loomis believes that welding shut the cab doors and adding two new doors behind the cab will maintain a level of safety that is equivalent to, or greater than, the level of safety achieved without the exemption, while allowing secure armored vehicle operations with reduced staff.

Comments

FMCSA published a notice of the application in the **Federal Register** on April 7, 2021 and asked for public comment (86 FR 18111). The Agency received comments from two individuals.

Both commenters stated that during a crash, it would be very difficult for first responders to access the personnel inside the armored vehicle if the cab doors are welded shut and the two new doors behind the cab are secured.

FMCSA Decision

The FMCSA has evaluated the Loomis exemption application and the comments received. The Agency believes that granting the temporary exemption to allow Loomis armored vehicles to weld shut the cab doors and add two new doors behind the cab is likely to provide a level of safety that is equivalent to, or greater than, the level of safety achieved without the exemption.

Loomis requested an exemption from section 393.203(a) to allow it to weld shut the cab doors (*i.e.*, the door to the left of the driver's seat and the door to