

94) continues the Highway Safety Improvement Program (HSIP) as a core federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

The existing provisions of Title 23 U.S.C. Sections 130, Railway-Highway Crossings Program, as well as implementing regulations in 23 CFR 924, remain in effect. Included in these combined provisions are requirements for State DOTs to annually produce and submit to FHWA by August 31 reports related to the implementation and effectiveness of their HSIPs, that are to include information on: (a) Progress being made to implement HSIP projects and the effectiveness of these projects in reducing traffic fatalities and serious injuries [Sections 148(h)]; and (b) progress being made to implement the Railway-Highway Crossings Program and the effectiveness of the projects in that program [Sections 130(g) and 148(h)], which will be used by FHWA to produce and submit biennial reports to Congress. To be able to produce these reports, State DOTs must have safety data and analysis systems capable of identifying and determining the relative severity of hazardous highway locations on all public roads, based on both crash experience and crash potential, as well as determining the effectiveness of highway safety improvement projects. FHWA provides an online reporting tool to support the annual HSIP reporting process. Additional information is available on the Office of Safety website at <http://safety.fhwa.dot.gov/hsip/resources/onrpttool/>. Reporting into the online reporting tool meets all report requirements and USDOT website compatibility requirements. The information contained in the annual HSIP reports provides FHWA with a means for monitoring the effectiveness of these programs and may be used by Congress for determining the future HSIP program structure and funding levels.

Respondents: 51 State Transportation Departments, including the District of Columbia.

Frequency: Annually.

Estimated Average Burden per

Response: 250 hours.

Estimated Total Annual Burden

Hours: 12,750 hours (51 states at an average of 250 hours each).

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: September 22, 2020.

Michael Howell,

Information Collection Officer.

[FR Doc. 2020-21259 Filed 9-25-20; 8:45 am]

BILLING CODE 4910-RY-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in Florida

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Limitations on Claims for Judicial Review of Actions by FHWA and Other Federal Agencies.

SUMMARY: This notice announces action taken by FHWA and other Federal agencies that are final. This final agency action relates to a proposed highway project on I-275 from the Howard Frankland Bridge to north of Martin Luther King Jr. Blvd. and I-4 from I-275 to east of 50th Street. The project will provide multilane improvements along I-275 including the addition of 2 tolled express lanes in each direction, reconstruction of the I-275/SR60 (Westshore) interchange, and operational improvements to the I-275/I-4 (Downtown) interchange. The Tampa Interstate System (TIS) project corridor traverses the urban area of Tampa in Hillsborough County, Florida. The FHWA's Supplemental Environmental Impact Statement (SEIS) provides details on the Selected Alternative for the proposed improvements.

DATES: A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before February 25, 2021. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: For FHWA: Luis D. López Rivera, P.E., Senior Environmental Specialist, Federal Highway Administration, Florida Division, 400 W Washington Street, Suite 4200, Orlando, FL 32801; (407) 867-6420; luis.d.lopez@dot.gov. The FHWA Florida Division Office's normal business hours are 7:30 a.m. to 4 p.m. (Eastern Time). For FDOT: Jason Watts, Director, Office of Environmental Management, FDOT, 605 Suwannee Street, MS 37, Tallahassee, Florida 32399; telephone (850) 414-4316; email: Jason.Watts@dot.state.fl.us. The FDOT Office of Environmental Management's normal business hours are 8:00 a.m. to 5:00 p.m. (Eastern Standard Time), Monday through Friday, except State holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FHWA has taken a final agency action by issuing a Record of Decision (ROD) for the following highway project in the State of Florida: Tampa Interstate System (TIS) Multilane Improvements along I-275 include the addition of 2 tolled express lanes in each direction, reconstruction of the I-275/SR60 (Westshore) interchange, and operational improvements to the I-275/I-4 (Downtown) interchange. The length of the project is approximately fifteen miles. The full reconstruction of the I-275/SR 60 (Westshore) interchange will include new general purpose "flyover" ramps, the addition of tolled express lanes and ramps, and will accommodate future fixed-guideway transit in the median. The proposed express lane improvements will provide several direct connections to and from I-275, and Reo Street will be modified as a part of this project. Southbound, a new two-lane bridge will be constructed north of the existing southbound I-275 lanes over the Hillsborough River. Northbound, a new one-lane bridge will be constructed south of the existing northbound I-275 lanes over the Hillsborough River.

The I-275/SR 60 (Westshore) interchange is fully funded through construction in the current Cost Feasible Plan (CFP) of the Hillsborough Metropolitan Planning Organization's (MPO) *Plan Hillsborough 2045 Update Long Range Transportation Plan* (LRTP). The FDOT *Fiscal Year (FY) 2019/20-2022/23 State Transportation Improvement Program* (STIP) and the Hillsborough MPO's *FY2019/2020 Transportation Improvement Program* (TIP) also contain funding for Right-of-Way acquisition for the I-275/SR 60 (Westshore) interchange.

The I-275/I-4 (Downtown) interchange is fully funded through

construction in the Hillsborough MPO's LRTP CFP. There is no funding in the current FDOT STIP or Hillsborough MPO's TIP for any of the phases for the I-275/I-4 (Downtown) interchange. The FHWA's action, related actions by other Federal agencies, and the laws under which such actions were taken, are described in the SEIS approved on September 15, 2020, and the ROD also approved on September 15, 2020, and other documents in the project file. The SEIS and ROD are available for review by contacting FHWA or FDOT at the addresses provided above. In addition, these documents can be viewed and downloaded from the project website at <https://tampainterstatestudy.com/>. This notice of limitation on claims pertains to final permit, license, and approval decisions made as part of the Supplemental EIS. The limitations on claims for final permit, license, and approval decisions made under previous RODs associated with the TIS project remain unaltered by this subsequent notice. The laws under which actions were taken include, but are not limited to:

1. *General*: National Environmental Policy Act (NEPA) [42 U.S.C. 4321 *et seq.*]; Federal-Aid Highway Act (FAHA) [23 U.S.C. 109 and 23 U.S.C. 128]; 23 CFR part 771.

2. *Air*: Clean Air Act (CAA) [42 U.S.C. 7401–7671(q)], with the exception of project level conformity determinations [42 U.S.C. 7506].

3. *Noise*: Noise Control Act of 1972 [42 U.S.C. 4901–4918]; 23 CFR part 772.

4. *Land*: Section 4(f) of the Department of Transportation Act of 1966 [23 U.S.C. 138 and 49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319]; Land and Water Conservation Fund (LWCF) [54 U.S.C. 200302–200310]; 23 CFR part 774.

5. *Wildlife*: Endangered Species Act (ESA) [16 U.S.C. 1531–1544 and 1536]; Marine Mammal Protection Act [16 U.S.C. 1361–1423h]; Anadromous Fish Conservation Act [16 U.S.C. 757(a)–757(f)]; Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)]; Migratory Bird Treaty Act (MBTA) [16 U.S.C. 703–712]; Magnuson-Stevenson Fishery Conservation and Management Act of 1976, as amended [16 U.S.C. 1801–1891d], with Essential Fish Habitat requirements [16 U.S.C. 1855(b)(2)].

6. *Historic and Cultural Resources*: Section 106 of the National Historic Preservation Act of 1966, as amended [54 U.S.C. 3006101 *et seq.*]; Archaeological Resources Protection Act of 1979 (ARPA) [16 U.S.C. 470(aa)–470(II)]; Preservation of Historical and Archaeological Data [54 U.S.C. 312501–

312508]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001–3013; 18 U.S.C. 1170];

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

8. *Wetlands and Water Resources*: Clean Water Act (Section 319, Section 401; Coastal Barriers Resources Act (CBRA) [16 U.S.C. 3501–3510]; Coastal Zone Management Act (CZMA) [16 U.S.C. 1451–1466]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300f–300j–26]; 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]; Wetlands Mitigation, [23 U.S.C. 119(g) and 133(b)(3)]; Flood Disaster Protection Act [42 U.S.C. 4001–4130].

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

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. 13007 Indian Sacred Sites; 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(j)(1).

Issued on: September 17, 2020,

Karen M. Brunelle,

Director of Project Development, Tallahassee, Florida.

[FR Doc. 2020–20932 Filed 9–25–20; 8:45 am]

BILLING CODE 4910-RY-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2020–0116]

Hours of Service of Drivers: Pronto.ai, Inc., Application for Exemption

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

ACTION: Notice of final disposition; denial of exemption.

SUMMARY: FMCSA announces its decision to deny Pronto.ai, Inc.'s (“Pronto”) application for an exemption from the 11-hour driving limit and the prohibition against driving after the 14th hour after coming on duty. Under the exemption, drivers of commercial motor vehicles (CMVs) equipped with the Copilot by Pronto advanced driver assistance systems (ADAS), the SmartDrive® Video Safety Program, and operating under certain other safeguards, would be allowed to drive up to 13 hours during a work shift within 15 consecutive hours after coming on duty following 10 consecutive hours off duty. FMCSA has analyzed the exemption application and the public comments and determined that the applicant has not demonstrated that the requested exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent the exemption.

DATES: This decision is applicable September 28, 2020.

ADDRESSES:

Docket: For access to the docket to read background documents or comments, go to www.regulations.gov at any time or visit 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. The on-line Federal Docket Management System (FDMS) is available 24 hours each day, 365 days each year.

Privacy Act: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at www.dot.gov/privacy.