

(4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. All comments should include the Docket number FHWA-2013-0055.

**FOR FURTHER INFORMATION CONTACT:**

Joseph Cheung, 202-366-6994 or Brian Fouch, 202-366-0744, Office of Safety Design Team, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 7 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** *Title:* Roadway Departure Safety Profile.

*Background:* Roadway departure fatalities account for 53 percent of all highway deaths in the United States. Identifying roadway departure crash types and locations is an important part of the FHWA Office of Safety's development of an internal Roadway Departure Strategic Plan. To assist in this effort, FHWA seeks to focus on the following primary emphasis areas based on crash type: overturning, opposite direction, and fixed-object crashes (particularly trees and utility poles). Recognizing that States face similar issues in preventing such crashes, the FHWA proposes to collect information from each State to identify and document methods and knowledge gained about addressing fixed object crashes. This includes gathering details and descriptions of State policies including design guidance, clear zone policies; case studies, innovative best practices, and notable strategies/projects to address fixed object crashes; studies or data that document the effectiveness of implemented countermeasures, policies, or design guidance in reducing the number and/or severity of vehicle crashes into roadside trees and utility poles and other fixed objects; and lessons learned. In addition to State policies, FHWA is interested in documenting any "special projects" that States have used to enhance roadside safety, such as the Colleton County I-95 Timber Harvest Project. The purpose of the project was to identify areas along interstate highways that would enhance forest health, improve and enhance aesthetics, and improve highway safety. The result of the project culminated in identifying 15 potential forestation thinning sites. By thinning these forested areas, the South Carolina DOT hopes to reduce the incidence of fixed-object crashes involving trees adjacent to the roadway. Such efforts are outside of State's typical design practices but can have a positive effect on roadside

safety. Additionally, FHWA would encourage States, as part of the information gathering, to share information about local efforts by cities and counties. Using the information gathered, FHWA will develop a Synthesis of State practices. A part of the survey will involve a set of questions to determine the current "State of the State" regarding Roadway Departure safety. From the information gathered, FHWA will develop a Roadway Departure Safety Profile Report for each State to support future technical assistance to the State DOTs, FHWA Division office, and local agencies.

The survey will be disseminated electronically, enabling respondents to answer questions via a link established specifically for the purposes of this survey.

*Respondents:* Approximately 52 representatives from State DOTs, Washington DC and Puerto Rico.

*Frequency:* One time survey.

*Estimated Average Burden per Response:* Approximately 16 hours per response.

*Estimated Total Annual Burden Hours:* Approximately 832 hours.

*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: November 14, 2013.

**Michael Howell,**

*Information Collection Officer*

[FR Doc. 2013-27851 Filed 11-19-13; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Caddo Parish, Louisiana

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

**ACTION:** Revised Notice of Intent.

**SUMMARY:** The FHWA is issuing this revised notice of intent to advise the public of modifications to the I-49 Inner City Connector Environmental Impact Statement (EIS). The previous notice of intent described the I-49 Inner City Connector as an approximate 3.8 mile new freeway designed to connect existing I-49 to future I-49 North at its proposed junction with I-220 in Shreveport, Louisiana. During the public involvement process undertaken as part of the EIS, a build alternative utilizing an existing roadway was proposed and will be studied in the EIS. This alternative represents an approximate 12 mile connector to link existing I-49 at its junction with Louisiana Highway 3132 to future I-49 North at its proposed junction with I-220. This NOI revises the NOI issued on February 8, 2012.

**FOR FURTHER INFORMATION CONTACT:**

Charles Bolinger, Division Administrator, Louisiana Division, Federal Highway Administration, 5304 Flanders Drive, Suite A, Baton Rouge, LA 70808 Telephone: 225-757-7600. See also the project Web site at <http://www.i49shreveport.com>.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Louisiana Department of Transportation and Development (DOTD) and the Northwest Louisiana Council of Governments (NLCOG), is preparing an EIS on a proposal to construct the I-49 Inner City Connector.

The I-49 Inner City Connector is freeway designed to connect existing I-49 to future I-49 North at its proposed junction with I-220 in Shreveport, Louisiana. The project's purpose and need are to provide connectivity between existing I-49 and future I-49 and is intended to improve economic opportunities by providing increased access to the interstate system. Alternatives currently under consideration include: (1) Taking no action; (2) constructing an elevated freeway on new location; (3) constructing a freeway that is partly elevated and partly at-grade on new location; and (4) upgrade and modification of existing roadways. Build alternatives for the I-49 Inner City Connector involve a travel distance of approximately three and one-half miles up to approximately 12 miles. Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Letters describing the proposed action and soliciting comments were sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously

expressed or are known to have interest in this proposal. A series of Public Meetings were held at various locations in Shreveport in December 2011 and December 2012 to discuss the four build alternatives under consideration. An additional round of Public Meetings will be held in early 2014 to present the new build alternative along with the four original build alternatives. A Public Hearing will also be held. Public notice will be given of the time and place of the meetings and hearing. The draft EIS will be available for public and agency review and comment prior to the Public Hearing. A formal scoping meeting was held at NLCOG on October 18, 2011, when the project was approved to move forward as an Environmental Assessment. On December 1 2011, FHWA determined the required class of action to comply with the NEPA process as an Environmental Impact Statement. Additional public scoping was conducted during the Public Meetings held in December 2011.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(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.)

Issued on: November 8, 2013.

**Charles W. Bolinger,**  
Division Administrator, Baton Rouge,  
Louisiana.

[FR Doc. 2013-27788 Filed 11-19-13; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[NHTSA-2013-0117]

#### Reports, Forms, and Recordkeeping Requirements

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Request for public comment on proposed collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget

(OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections. This document describes one collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before January 21, 2014.

**ADDRESSES:** Direct all written comments to U.S. Department of Transportation Dockets, 1200 New Jersey Ave. SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** David Bonelli, Office of Chief Counsel, NCC-110, telephone (202) 366-1834, fax (202) 366-3820; NHTSA, 1200 New Jersey Ave. SE., Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected;

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information:

**Title:** Designation of Agent for Service of Process.

**OMB Control Number:** 2127-0040.

**Requested Expiration Date of Approval:** Three years from the approval date.

**Type of Request:** Extension of previously approved collection.

**Affected Public:** Business or other for-profit.

**Form Number:** N/A.

**Abstract:** This collection of information applies to motor vehicle and motor vehicle equipment manufacturers located outside of the United States ("foreign manufacturers"). Section 110(e) of the National Traffic and Motor Vehicle Safety Act of 1966 (49 U.S.C. § 30164) requires a foreign manufacturer offering a motor vehicle or motor vehicle equipment for importation into the United States to designate a permanent resident of the United States as its agent upon whom service of notices and processes may be made in administrative and judicial proceedings. These designations are required to be filed with NHTSA. NHTSA requires this information in case it needs to advise a foreign manufacturer of a safety related defect in its products so that the manufacturer can, in turn, notify purchasers and correct the defect. This information also enables NHTSA to serve a foreign manufacturer with all administrative and judicial processes, notices, orders, decisions and requirements.

When NHTSA amended the regulation implementing that statutory requirement, codified at 49 CFR part 551, subpart D, NHTSA included an appendix containing a suggested designation form for use by foreign manufacturers and their agents. The purpose of the suggested designation format was to simplify the information collection and submission process, and thereby reduce the burden imposed on each covered manufacturer by 49 CFR Part 551, subpart D. To further streamline the information collection process, NHTSA has set up a customer Web site that may be accessed at <http://www.nhtsa.dot.gov/cars/rules/manufacture/agent/customer.html>.

**Estimated Annual Burden:** 120 hours.

**Estimated Number of Respondents:** 240 respondents.

The Comments are invited on: 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; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection