The OJT regulations (23 CFR 230.111(a)) require State DOT recipients to determine annually which contracts should include Training Special Provisions and the minimum number of trainees or trainee hours to be specified in those provisions. By delegated authority from the FHWA Office of Civil Rights (HCR), this information is submitted by the State DOT to the respective FHWA division office for concurrence and approval of the total number of training slots or hours. This total number then becomes the State DOT’s annual OJT program goal.

Once an OJT goal is set, the regulations at § 230.111(b) require State DOTs that do not meet their annual goals to evaluate and report the reasons for the shortfall and remedial steps to be taken in the next calendar year. This information is due to FHWA no later than 30 days after the calendar year. Notwithstanding these requirements, there is no prescribed format for reporting this information to FHWA, so State DOT reports are varied. Further, there is no general reporting requirement that would allow HCR to evaluate the effectiveness of the OJT program nationally in meeting the primary objective: To employ, train, and upgrade minorities and women in the highway construction trades. Without any broader reporting requirement, FHWA lacks the necessary data to provide meaningful stewardship and oversight or to measure the effectiveness of OJT Programs nationally, as cited in GAO’s 2011 Report. In addition, this lack of data limits FHWA’s ability to respond to requests from stakeholders, including Congress, regarding program accomplishments.

The information FHWA proposes to collect in its OJT Program Report is based on existing requirements found in 23 CFR 230, Subpart A; therefore, State DOTs should have this information readily available. Use of the OJT Program Report is optional, and it will be made available through the Civil Rights Connect System currently used by FHWA recipients.

Respondents: A maximum of fifty-three recipients may respond using the OJT Program Report provided by HCR.

Frequency: Every year by January 30th.

Estimated Average Burden per Response: The estimated number of hours for each of fifty-three (53) recipients to compile and submit the requested data is estimated to be not more than four (4) employee hours annually.

Estimated Total Annual Burden Hours: Approximately 212 hours for fifty-three (53) recipients annually.

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 burden; (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.
documents in the TxDOT project file. The FEIS, ROD, and other documents in the TxDOT project file are available by contacting the TxDOT Houston District Office at TxDOT Houston District Office, Advanced Project Development Director, P.O. Box 1386, Houston, TX 77251, or by phone by calling (713) 802–5070. The FEIS and ROD can also be viewed and downloaded from the following website: www.ih45northandmore.com.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for the NHHIP are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT. Notice is hereby given that TxDOT and Federal agencies have taken final agency actions by issuing licenses, permits, and approvals for the NHHIP in the State of Texas. This notice applies to all TxDOT and Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

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


Michael T. Leary, Director, Planning and Program Development, Federal Highway Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration


Qualification of Drivers; Exemption Applications; Epilepsy and Seizure Disorders

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

ACTION: Notice of final disposition.

SUMMARY: FMCSA announces its decision to renew exemptions for 11 individuals from the requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) that interstate commercial motor vehicle (CMV) drivers have “no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control a CMV.” The exemptions enable these individuals who have had one or more seizures and are taking anti-seizure medication to continue to operate CMVs in interstate commerce.