

(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. All comments should include the Docket number FHWA-2012-0022.

FOR FURTHER INFORMATION CONTACT:

Keith Williams, 202-366-9212, Highway Safety Specialist, Program Planning Team, Office of Safety Programs, Federal Highway Administration, Department of Transportation, 545 John Knox Road Suite 200, 1200 New Jersey Avenue SE., Room E73-405, Washington, DC 20590, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Compendium of State Performance Management Practices and Methodologies for Setting a National Safety Performance Target.

Type of request: New information collection requirement.

Background: This information collection effort is part of a larger project to document the methodologies currently used by the States to develop highway safety performance measures and targets. The research project includes a literature review of current guidance and practices, a technical report on performance management and target setting in comparable non-highway safety environments, a peer exchange to explore methodologies and establish promising practices and finally, alternative methodologies for setting a national highway safety performance target.

This information collection will specifically support a compendium and evaluation of how baseline information is used in individual States, the District of Columbia, Metropolitan Planning Organizations (MPOs), local and tribal agencies to select, set and evaluate performance based highway safety measures and how they affect the overall State's highway safety programs. FHWA proposes to conduct a web-based survey to evaluate the methodologies used by State Departments of Transportation, State Governor's Highway Safety Offices, select Metropolitan Planning Organizations and local departments of transportation to identify methodologies for selecting highway safety performance measures and methodologies for setting performance targets based on those measures. Sample size will be approximately 160 persons, representing each of the State

Departments of Transportation; each of the Governor's Highway Safety Offices, the District of Columbia, and select MPOs and local departments of transportation. Interview length will be approximately 30 minutes.

The surveys will be conducted by emailing a URL link to the appropriate representative within each organization. A standardized questionnaire will be used to collect the information from the representatives.

This information collection will not require complex statistical analysis and will not be published for general public consumption. The collection will be used to support further research in developing and evaluating a methodology to set and support National and State highway safety performance measures and targets.

Respondents: State DOT's the District of Columbia, and select MPOs and local departments of transportation (160 total).

Frequency: Annually.

Estimated Average Burden per

Response: It will take approximately 30 minutes per participant.

Estimated Total Annual Burden

Hours: Approximately 80 hours annually.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection of information is necessary for the U.S. DOT's performance, including whether the information will have practical utility; (2) the accuracy of the U.S. DOT's estimate of the burden of the proposed information collection; (3) ways 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: March 9, 2012.

Michael Howell,

Acting Chief, Management Programs and Analysis Division.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice To Rescind the Notice of Intent To Prepare an Environmental Impact Statement, Valley County, ID

AGENCY: Federal Highway Administration.

ACTION: Rescind Notice of Intent to prepare an Environmental Impact Statement.

SUMMARY: The FHWA is issuing this notice to advise the public that the Notice of Intent published on January 24, 2000 (Volume 65, Number 15) to prepare an EIS for a proposed highway project in Valley County, Idaho is being rescinded.

FOR FURTHER INFORMATION CONTACT: Mr. John Perry, Field Operations Engineer, Federal Highway Administration, 3050 Lakeharbor Lane, Suite 126, Boise, Idaho 83703, Telephone: (208)334-9180 or Mr. Greg Vitley, Sr. Environmental Planner, Idaho Transportation Department District 3, P.O. Box 8028, 83707-2028, Telephone: (208)334-8300.

SUPPLEMENTARY INFORMATION: The Federal Highway Administration (FHWA) in cooperation with Idaho Transportation Department (ITD) published a Notice of Intent (NOI) on January 24, 2000 (Volume 65, Number 15) to prepare an Environmental Impact Statement (EIS) evaluating the alternatives for transportation improvements along a 7.04-mile stretch of State Highway 55 (SH-55) from milepost 94.85 to milepost 101.89. The project is officially known as the SH-55, Smith's Ferry to Round Valley Project (Project No. DHP-NH-1568(001); Key No. 01004). The Purpose and Need of this project was to improve safety, reduce existing road deficiencies, and decrease traffic congestion in the area of Smith's Ferry to Round Valley, on SH-55. A series of project team meetings/public workshops were held and a range of alternatives were developed and evaluated; however, because development pressures have decreased since the inception of this project, ITD has determined the basis for the Purpose and Need of the project is no longer valid resulting in the NOI being rescinded.

Instead, minor safety and congestion improvements which may include north and southbound passing lanes, and intersection improvements are being proposed to meet the future needs of the corridor. These improvements could require minor road realignments to avoid existing resources and replacement of Tripod Creek and Round

Valley Creek culverts. To meet fiscal constraint requirements, the project would be programmed in a phased manner. These proposed safety improvements are not anticipated to result in significant impacts on the human or natural environment.

If, at a future time, FHWA determines that the proposed safety and congestion improvements are likely to have a significant impact on the environment, a new NOI to prepare an EIS will be published.

To ensure that the full range of issues related are identified, comments or questions regarding this action to rescind the NOI are invited from all interested parties. These comments or questions should be directed to FHWA or ITD at the addresses provided above.

Peter J. Hartman,

Division Administrator, FHWA—Idaho Division.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2012-0012]

Agency Information Collection Activities; New Information Collection Request: Commercial Driver Individual Differences Study

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

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for review and approval. The FMCSA requests approval of a new ICR that is associated with a study that will be conducted by a research contractor to investigate the differences among the characteristics of individual commercial drivers. This information collection will aid FMCSA in developing future safety initiatives by examining a wide array of driver and situational factors to determine if they are associated with increased or decreased crash and incident involvement. On October 3, 2011, FMCSA published a **Federal Register** notice allowing for a 60-day comment period on the ICR. Five comments were received.

DATES: Please send your comments by April 13, 2012. OMB must receive your comments by this date in order to act quickly on the ICR.

ADDRESSES: All comments should reference Federal Docket Management System (FDMS) Docket Number FMCSA-2012-0012. 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/Federal Motor Carrier Safety Administration, and sent via electronic mail to oir_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: Theresa Hallquist, Federal Motor Carrier Safety Administration, Office of Analysis, Research and Technology, Federal Motor Carrier Safety Administration, 6th Floor, West Building, 1200 New Jersey Avenue SE., Washington, DC 20590-0001. Telephone: 202-366-1064; Email Address: theresa.hallquist@dot.gov. Office hours are from 8 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Commercial Driver Individual Differences Study.

OMB Control Number: 2126-XXXX.

Type of Request: New information collection.

Respondents: Commercial motor vehicle (CMV) drivers and fleet managers.

Estimated Number of Respondents: 21,020.

Estimated Time per Response: The estimated average time per responses are as follows: 1 hour, 5 minutes for paper and 1 hour for electronic Form MCSA-5863, "Commercial Motor Vehicle Driver Survey," submissions; 35 minutes for paper and 30 minutes for electronic Form MCSA-5864, "Follow-Up Survey of Recent Life Experiences," submissions; 75 minutes for paper and 70 minutes for electronic Driver Survey and Job Descriptive Index from the Follow-Up Survey submission; and 10 minutes for the Form MCSA-5865, "Fleet Managers Survey," submissions.

Expiration Date: N/A. This is a new information collection request.

Frequency of Response: This information collection will be a single, nonrecurring event for 16,000 CMV driver participants and 20 fleet managers. For at least 5,000 CMV driver participants, the information collection will occur twice.

Estimated Total Annual Burden: 9,536 hours. 8,822 hours for CMV driver participants: [16,800 CMV drivers completing paper Driver Survey × 65 minutes + 4,200 CMV drivers completing electronic Driver Survey × 1 hour + 4,000 drivers completing paper Follow-Up Survey × 35 minutes per driver/60 minutes + 1,000 drivers completing electronic Follow-Up Survey × 30 minutes per driver/60 minutes + 800 CMV drivers completing paper Driver Survey and Job Descriptive Index × 75 minutes per driver/60 minutes + 200 CMV drivers completing paper Driver Survey and Job Descriptive Index × 70 minutes per driver/60 minutes = 26,466 hours/3 years = 8,822 hours] + 714 hours for Carrier Operations: [20 participating carriers × 2 hours to learn about and agree to participation + 40 carrier managers completing IRB training × 2 hours + 20 Managers recruiting and handling data collection of 20,000 respondents × 83 hours + 20 Managers completing Fleet Manager Survey × 10 minutes + Carrier managers delivering monthly crash reports to VTTI (20 carriers × 36 months) × 30 minutes/60 minutes = 2,143/3 years = 714 hours]. 8,822 hours for CMV driver participants + 714 hours for Carriers Operations = 9,536 hours.

Background: The purpose of this study is to identify, verify, quantify, and prioritize commercial driver risk factors. Primarily, these are personal factors such as demographic characteristics, medical conditions, personality traits, and performance capabilities. Risk factors may also include work environmental conditions, such as carrier operations type. The study will identify risk factors by linking the characteristics of individual drivers with their driving records, especially the presence or absence of DOT reportable crashes.

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 FMCSA to perform its functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.