

has begun deliberations, members will not be added or substituted without the approval of the ARAC Chair, the FAA, including the Designated Federal Officer, and the Working Group Chair.

The Secretary of Transportation determined the formation and use of the ARAC is necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

The ARAC meetings are open to the public. However, meetings of the ASISP Working Group are not open to the public, except to the extent individuals with an interest and expertise are selected to participate. The FAA will make no public announcement of working group meetings.

Issued in Washington, DC, on January 28, 2015.

**Lirio Liu,**

*Designated Federal Officer, Aviation Rulemaking Advisory Committee.*

[FR Doc. 2015-01918 Filed 2-2-15; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA-2015-0002]

#### Agency Information Collection Activities: Request for Comments for New Information Collection

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

**ACTION:** Notice and request for comments.

**SUMMARY:** The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) for approval of a new information collection. We published a **Federal Register** Notice with a 60-day public comment period on this information collection on November 12, 2014. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by March 5, 2015.

**ADDRESSES:** You may send comments within 30 days to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention DOT Desk Officer. 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. All comments should include the Docket number FHWA-2015-0002.

#### FOR FURTHER INFORMATION CONTACT:

Keith Williams, 202-366-9212, Highway Safety Specialist, Strategic Integration Team, Office of Safety Programs, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE., Room E71-119, Washington, DC 20590, Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

*Title:* Inventory of State Police Accident Reports (PAR) and Serious Injury Reporting.

*Background:* The Federal Highway Administration (FHWA) Office of Safety's mission is to exercise leadership throughout the highway community to make the Nation's roadways safer by developing, evaluating, and deploying life-saving countermeasures; advancing the use of scientific methods and data-driven decisions, fostering a safety culture, and promoting an integrated, multidisciplinary 4 E's (Engineering, Education, Enforcement, Education) approach to safety. The mission is carried out through the Highway Safety Improvement Program (HSIP), a data driven strategic approach to improving highway safety on all public roads that focuses on performance. The goal of the program is 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.

In keeping with that mission, the United States Congress on June 29, 2012 passed the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law (Pub. L. 112-141) on July 6, 2012 by President Barack Obama. MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program as it transformed the policy and programmatic framework for investments to guide the system's growth and development and created a streamlined performance-based surface transportation program. The Federal Highway Administration defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

MAP-21 requires the Secretary of Transportation to establish performance measures for States to use to assess serious injuries and fatalities per vehicle mile traveled; and the number of serious injuries and fatalities, for the purposes of carrying out the HSIP under 23 U.S.C. 148. The HSIP is applicable to all public roads and therefore requires crash reporting by law enforcement agencies that have jurisdiction over them.

In defining performance measures for serious injuries, FHWA seeks to define serious injuries in a manner that would provide for a uniform definition for national reporting in this performance area, as required by MAP-21. An established standard for defining serious injuries as a result of highway crashes has been developed in the 4th edition of the Model Minimum Uniform Crash Criteria (MMUCC). MMUCC represents a voluntary and collaborative effort to generate uniform crash data that are accurate, reliable and credible for data-driven highway safety decisions within a State, between States, and at the national level. The MMUCC defines a serious injuries resulting from traffic crashes as "Suspected Serious Injury (A)" whose attributes are: Any injury, other than fatal, which results in one or more of the following: Severe laceration resulting in exposure of underlying tissues, muscle, organs, or resulting in significant loss of blood, broken or distorted extremity (arm or leg), crush injuries, suspected skull, chest, or abdominal injury other than bruises or minor lacerations, significant burns (second and third degree burns over 10 percent or more of the body), unconsciousness when taken from the crash scene, or paralysis.

As part of the effort to understand current reporting levels for serious injuries to support the MAP-21 performance measures, the FHWA seeks to determine at what level law enforcement agencies have adopted the MMUCC definition, attribute and coding convention. FHWA is aware that not all States have adopted the MMUCC definition, attribute and coding convention for serious injuries while other States have only partially adopted the definition. It is also known that some jurisdictions do not use the State Police Accident Report (PAR) form to report on crashes. It is not known if these PARs are MMUCC compliant.

The purpose of the information collection is to conduct an assessment of each Federal, tribal, State and non-State PAR to determine if the definition and coding convention used for reporting on serious injuries is or is not compliant with MMUCC, and if not

compliant, the definition and coding convention that is used.

**Respondents:** Federal, State, the District of Columbia, Puerto Rico, tribal and local traffic records management agencies. (75 total).

**Estimated Average Burden per Response:** It will take approximately 15 minutes per participant.

**Estimated Total Annual Burden:** Approximately 19 hours for a one time collection.

**Electronic Access:** For access to the docket to read background documents or comments received, go to <http://www.regulations.gov>. Follow the online instructions for accessing the dockets.

**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: January, 29, 2015.

**Michael Howell,**

*Information Collections Officer.*

[FR Doc. 2015-02058 Filed 2-2-15; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: City of Payson, Utah County, Utah

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for a proposed highway interchange improvement project in the City of Payson, Utah County, Utah.

**FOR FURTHER INFORMATION CONTACT:**

Elizabeth Cramer, Area Engineer, Federal Highway Administration, 2520 West 4700 South, Suite 9A, Salt Lake City, Utah 84129, Email:

*elizabeth.cramer@dot.gov*, Telephone: 801-955-3527 or Brandon Weston, Environmental Services Director, Utah Department of Transportation, 4501 South 2700 West, P.O. Box 148450, Salt Lake City, Utah 84114, Email: *brandon.weston@utah.gov*, Telephone: 801-965-4603.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Utah Department of Transportation and the City of Payson, will prepare an EIS for proposed improvements to the Interstate 15 (I-15) Payson Main Street interchange. The 4.6-square-mile study area centers on I-15 Exit 251 in Payson. The western boundary generally follows the Union Pacific railroad tracks west of I-15 and 3550 West. The southern boundary parallels State Route (SR) 198 and the eastern boundary follows a northwest line across agriculture fields for approximately 2.3 miles until it crosses I-15. The northern boundary continues east along 1500 North before terminating west of Dixon Road along SR 115 (3200 West/Main Street).

This project will address such needs as (1) traffic operations and safety issues on the I-15 Main Street interchange; and (2) future transportation needs based on future growth projections and development.

The EIS will evaluate a reasonable range of alternatives for the interchange, as well as connections from the interchange to the adjacent local roadway network. Alternatives under consideration include, but are not limited to, the following: (1) Taking no action; (2) relocating the existing interchange; (3) modifying the existing interchange in its current location; and (4) any other feasible alternatives identified during the scoping process. The EIS will be developed pursuant to 23 U.S.C 139, 23 CFR 771, and 40 CFR 1500-1508. Completion of both the draft EIS and combined FEIS and ROD is expected in 2016.

A coordination plan is being developed to provide the framework for agency and public participation. Public involvement will occur throughout the development of the EIS and supporting environmental reports. These documents will be made available for review and comment by federal and state agencies and the public. In addition, a public hearing will be held after the completion of the draft EIS. Public notice will be given pertaining to the time and location of all public information meetings and hearings.

Questions or comments regarding this proposed action and the EIS can be sent to FHWA at the address provided above or at *paysoneis@utah.gov*. To ensure 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.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: January 28, 2015.

**Ivan Marrero,**

*Division Administrator, Salt Lake City, Utah.*

[FR Doc. 2015-02047 Filed 2-2-15; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number USCG-2013-0363]

#### Deepwater Port License Application: Liberty Natural Gas LLC, Port Ambrose Deepwater Port

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Notice; extension of public comment period.

**SUMMARY:** On December 16, 2014, the Maritime Administration (MARAD) published in the **Federal Register** (79 FR 74808) a Notice of Availability of the Draft Environmental Impact Statement (DEIS); Notice of Public Meeting; and Request for Comments for the Liberty Natural Gas LLC, Port Ambrose Liquefied Natural Gas Deepwater Port License. This notice extends the closing date for receipt of public comments on the Port Ambrose DEIS to March 16, 2015.

**DATES:** Comments submitted in response to the request for comments must reach the Docket Management Facility as detailed below, by close of business Tuesday, March 16, 2015.

**FOR FURTHER INFORMATION CONTACT:** Mr. Roddy Bachman, U.S. Coast Guard, telephone: 202-372-1451, email: *Roddy.C.Bachman@uscg.mil*, or Ms. Yvette M. Fields, U.S. Maritime Administration, telephone: 202-366-0926, email: *Yvette.Fields@dot.gov*. For questions regarding the Docket, call Ms. Barbara Hairston, Program Manager, Docket Operations, telephone 202-366-9826.

**SUPPLEMENTARY INFORMATION:** This notice extends the comment period established in the Notice of Availability of the Draft Environmental Impact Statement (DEIS) for the Liberty Natural Gas LLC, Port Ambrose Liquefied