

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on: March 2, 2021.

Michael Howell,

Information Collection Officer.

[FR Doc. 2021-04652 Filed 3-5-21; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Limitation on Claims Against Proposed Public Transportation Projects

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: This notice announces final environmental actions taken by the Federal Transit Administration (FTA) for projects in Philadelphia, Pennsylvania, and Los Angeles, California. The purpose of this notice is to announce publicly the environmental decisions by FTA on the subject projects and to activate the limitation on any claims that may challenge these final environmental actions.

DATES: By this notice, FTA is advising the public of final agency actions subject to 23 U.S.C. 139(l). A claim seeking judicial review of FTA actions announced herein for the listed public transportation projects will be barred unless the claim is filed on or before August 5, 2021.

FOR FURTHER INFORMATION CONTACT: Micah M. Miller, Regional Counsel, Office of Chief Counsel, (404) 865-5474 or Saadat Khan, Environmental Protection Specialist, Office of Environmental Programs, (202) 366-9647. FTA is located at 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 9:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency actions by issuing certain approvals for the public transportation projects listed below. The actions on the projects, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the projects to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA environmental project file for the projects. Interested parties may contact either the project sponsor or the relevant FTA Regional Office for more information. Contact information for

FTA's Regional Offices may be found at <https://www.transit.dot.gov>.

This notice applies to all FTA decisions on the listed projects as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA [42 U.S.C. 4321-4375], Section 4(f) requirements [23 U.S.C. 138, 49 U.S.C. 303], Section 106 of the National Historic Preservation Act [54 U.S.C. 306108], Endangered Species Act [16 U.S.C. 1531], Clean Water Act [33 U.S.C. 1251], the Uniform Relocation and Real Property Acquisition Policies Act [42 U.S.C. 4601], and the Clean Air Act [42 U.S.C. 7401-7671q]. This notice does not, however, alter or extend the limitation period for challenges of project decisions subject to previous notices published in the **Federal Register**. The projects and actions that are the subject of this notice follow:

1. *Project name and location:* King of Prussia Rail Extension Project, Upper Merion Township, Montgomery County and Upper Darby Township, Delaware County, Pennsylvania. *Project Sponsor:* Southeastern Pennsylvania Transportation Authority, Philadelphia, Pennsylvania. *Project description:* The project will extend existing Norristown High Speed Line service to the King of Prussia-Valley Forge area of Upper Merion Township, Montgomery County, PA, by approximately 3.5 miles. The project consists of a new elevated double-track guideway and construction of associated facilities to support the project operations, including guideway crossover tracks, traction powered substations, communications equipment, stormwater management facilities, and landscaping. The project also involves construction of five new stations, including two new park-and-ride facilities in the vicinity of Valley Forge Casino resort and Henderson Road Station, in Montgomery and Delaware County, PA, and renovation of the existing 69th Street Transportation Center to accommodate the project.

Final agency action: Section 4(f) use determination, dated January 08, 2021; executed Section 106 Memorandum of Agreement, dated November 25, 2020; King of Prussia Rail Extension Project Combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), dated January 08, 2021.

Supporting Documentation: King of Prussia Rail Extension Project Draft Environmental Impact Statement (DEIS), dated, October 3, 2017. The Combined FEIS/ROD and associated documents can be viewed and downloaded from: <https://www.kingofprussiarail.com/feis>.

2. *Project name and location:* East Fernando Valley Transit Corridor

Project, Los Angeles County, California. *Project Sponsor:* Los Angeles County Metropolitan Transportation Authority (LACMTA). *Project description:* The East San Fernando Valley Transit Corridor Project consists of a 9.2 mile, at-grade light rail transit (LRT) system with 14 stations. Under the project, the LRT would be powered by electrified overhead lines and would travel 2.5 miles along the LACMTA-owned right-of-way used by the Antelope Valley Metrolink line and Union Pacific Railroad from the Sylmar/San Fernando Metrolink Station south to Van Nuys Boulevard. As the Project approaches Van Nuys Boulevard, it would transition to and operate in a median dedicated guideway in the median of Van Nuys Boulevard for approximately 6.7 miles south to the Metro G Line Van Nuys Station. Additionally, the project involves a construction of a Maintenance and Storage Facility (MSF) on the west side of Van Nuys Boulevard on approximately 25 acres, bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. *Final agency actions:* Section 4(f) no use determination; Section 106 finding of no adverse effect with conditions, dated October 19, 2020; and East Fernando Valley Transit Corridor Project Record of Decision (ROD), dated January 29, 2021. *Supporting documentation:* East Fernando Valley Transit Corridor Project Final Environmental Impact Statement (FEIS), dated, September 21, 2020. The FEIS, ROD and associated documents can be viewed and downloaded from: <https://www.metro.net/projects/east-sfv/>.

Authority: 23 U.S.C. 139(l)(1).

Mark A. Ferroni,

Deputy Associate Administrator for Planning and Environment.

[FR Doc. 2021-04700 Filed 3-5-21; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2020-0017]

Agency Information Collection Activities; Notice and Request for Comments; Motorcycle Rider Segmentation Study

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

ACTION: Notice and request for public comment on a proposed new collection of information.

SUMMARY: NHTSA invites public comments about our intention to request approval from the Office of Management and Budget (OMB) for a new collection of information. Before a Federal agency can collect certain information from the public, it must receive approval from 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 an Information Collection Request (ICR) on a motorcycle rider segmentation study for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before May 7, 2021.

ADDRESSES: You may submit comments identified by Docket Number NHTSA–2020–0017 through any of the following methods:

- *Electronic submissions:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Mail:* Docket Management Facility, M–30, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590.

- *Hand Delivery or Courier:* Docket Management, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays. To be sure someone is there to help you, please call (202) 366–9322 before coming.

- *Fax:* (202) 493–2251.

Instructions: Each submission must include the agency name and the docket number for this notice. Note that all comments received will be posted without change to <http://www.regulations.gov> including any personal information provided. Please see the Privacy heading below.

- *Privacy Act:* Anyone is able to search the electronic form of all comments received into any of our

dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit <http://www.dot.gov/privacy.html>.

- *Docket:* For access to the docket to read comments received, go to <http://www.regulations.gov> or the street address listed above. To be sure someone is there to help you, please call (202) 366–9322 before coming. Follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Kristin Rosenthal, Highway Safety Specialist, Safety Countermeasures Division, Office of Research and Program Development, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, W44–213, Washington, DC 20590. Ms. Rosenthal’s phone number is 202–366–8995, and her email address is Kristin.Rosenthal@dot.gov.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), before an agency submits a proposed collection of information to OMB for approval, it must 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. The OMB has promulgated regulations describing what must be included in such a document. Under OMB’s regulations (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; and (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 comment on the following proposed collection of information for which the agency is seeking approval from OMB:

Title: Motorcycle Rider Segmentation Study

OMB Control Number/Type: New.

Form Number(s): NHTSA Form 1560, NHTSA Form 1561, NHTSA Form 1562, NHTSA Form 1563, NHTSA Form 1564, NHTSA Form 1565, NHTSA Form 1566, NHTSA Form 1565, and NHTSA Form 1568.

Type of Information Collection Request: New collection.

Type of Review Requested: Regular.

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

Summary of the Collection of Information: Title 23, United States Code, Chapter 4, Section 403 gives the Secretary authorization to use funds appropriated to carry out this section to conduct research and development activities, including demonstration projects and the collection and analysis of highway and motor vehicle safety data and related information with respect to all aspects of highway and traffic safety systems and conditions relating to vehicle, highway, driver, passenger, motorcyclist, bicyclist, and pedestrian characteristics; accident causation and investigations; and human behavioral factors and their effect on highway and traffic safety, including impaired driving. NHTSA is seeking approval to collect information through web-based surveys and intercept surveys (data will be entered into an electronic tablet) from motorcycle riders (the person operating the motorcycle) and passengers (a person seated on, but not operating, the motorcycle) in five defined risk-taking segments (males who ride while impaired, males and females who ride without using personal protective equipment, males who speed when they ride, males who stopped riding for a period of time and are returning to riding, and females who are passengers on motorcycles). These five segments are identified in detail in Table 1.

TABLE 1—MOTORCYCLE SURVEY SEGMENTS

Segment	Type	Sex	Age	Bike	Target group	Survey focus
1	Solo Rider	Male	40 or older	Cruiser	Rides while impaired	Impaired Driving.
2	Solo Rider	Male and Female.	40 or older	Cruiser	Rides while impaired	Helmet & Personal Protective Equipment (PPE).

TABLE 1—MOTORCYCLE SURVEY SEGMENTS—Continued

Segment	Type	Sex	Age	Bike	Target group	Survey focus
3	Nonowner rider (i.e., passenger).	Female	18 or older	Any type	Passenger of rider who is impaired or speeds, lack of PPE.	Impaired driving, female empowerment to make their own decisions.
4	Solo Rider	Male	40 or older	Any type	Returning rider	Risk assessment (i.e., engine cylinder volume, exposure, retraining).
5	Solo Rider	Male	29 or younger	Sport	Regularly speeds in traffic	Risk assessment (i.e., variable speed, PPE).

The purpose of this effort is to study these five segments of the motorcycle rider/passenger population to better understand each segment’s unique safety challenges and risks and, ultimately, provide reliable information for NHTSA’s development of a long-range intervention program. At a minimum, the envisioned long-range intervention program would include relevant messaging based on survey focus (messaging meant to reduce risks such as riding while impaired, speeding, lack of personal protective equipment and helmet use, lack of training, and unfamiliar motorcycle dynamics). For female passengers, messaging may involve empowerment to make their own decisions and encouragement to not get on a motorcycle with a rider who is impaired or undertakes risky behaviors. Additional risk factors may be described and addressed as a result of the research. The empirical results from this study are intended to promote data-driven decision-making regarding messaging and other safety program activities targeting the five motorcycle rider/passenger segments.

Information from riders will be collected from five States: California, Florida, Maryland, North Carolina, and Washington. NHTSA proposes to collect information from approximately 1,000 riders in each of the four rider-based segments (total of 4,000 respondents). In order to reach this sample size, NHTSA intends to distribute the surveys to up to 10,000 people per segment. Information will be collected for up to two segments per State, but no person will receive more than one survey. Information for the female-passenger segment will be collected during a yet-to-be-determined large motorcycle event, such as the Sturgis Motorcycle Rally in South Dakota or Bike Week in Daytona, Florida.

NHTSA will conduct a pilot of each survey with nine (9) representatives of each rider segment prior to conducting the actual survey. The pilot will be conducted in the same manner as the actual survey, with the same States

participating. The pilot for the female passenger survey will be conducted at a smaller-scale motorcycle event.

Participants for the web-based survey will first receive a letter inviting them to complete the survey. Participants will receive a letter via the United States Postal Service (USPS) because DMV records are unlikely to have email addresses for everyone. The paper invitation will direct participants to a website to fill out the survey. The invitation will include the link to the survey (participants would have to type this into their browser), a QR code that the participant can scan to get to the online survey, and a PIN unique to each participant that they must enter when they go to the online survey. To reduce the handling of personally identifiable information (PII), each State DMV or licensing agency will handle the mailing of the survey invitation letter to motorcycle owners based on motorcycle registrations, age, citations related to the particular segment (i.e., driving while impaired, speeding, or failure to wear a helmet), and gender specific to each segment. NHTSA will provide a memorandum of understanding with each State agency that will describe the process for distributing the survey information and the sharing of data. NHTSA has funding available to compensate each State for this effort.

For the female passenger intercept surveys, researchers will attend the selected event and ask female attendees if they would be willing to complete a survey for which they will be compensated. All surveys will be completed on a one-on-one basis with each respondent, with respondents entering their data in the survey via electronic device.

The surveys will begin with a set of screening questions to ensure the respondent fits within the corresponding segment being studied and will exclude participants who do not fit into the segment. All people who receive an invitation to the survey will receive a \$1 noncontingent incentive, and those who complete the survey will receive a \$25 gift card. At the end of the

survey, the participant will receive a link to receive a TANGO Card,¹ which allows for electronic or hard-copy delivery, never expires, and has no fees associated with purchase or use. Participants can choose to select their digital gift cards from a catalog of retailers such as Walmart, Amazon, Starbucks, Target, restaurants, etc. Incentives can also be turned over to charitable organizations if desired by the participant.

Following the screening questions, the respondents will be given approximately 40–60 questions specific to the survey’s associated segment. The questions will be a combination of multiple choice, fill in the blank, and Likert scale (a five-point scale that is used to allow the respondent to express how much they agree or disagree with a particular statement), and may include responding to sounds and/or images. The survey website will be developed to be Section 508 compliant. The survey will be hosted in a secure environment and will not collect any PII. Each respondent will enter his or her unique identifier, which will be used to ensure each respondent only responds once and will also enable the data to be tied to specific driver information such as impaired driving arrests, crashes, or failure to wear a helmet, where such data may be obtained.

This collection is solely reporting, and there are no record-keeping costs to the respondents. NHTSA will use the information to produce a technical report that presents the results of the study. The technical report will provide aggregate (summary) statistics and tables as well as the results of statistical analysis of the information, but it will not include any personal information. The technical report will be shared with State highway safety offices, motorcycle safety advocacy groups and organizations, local governments, and those who develop traffic safety communications that aim to reduce motorcycle-related crashes. The total estimated burden for recruiting

¹ <https://www.tangocard.com/>.

participants by the States (6,676 hours), for reading of the invitation by potential participants (1,400 hours), for pilot testing of all surveys (36 hours) and for 4,500 participants to complete the survey (3,542 hours) is 11,654 total hours.

Description of the Need for the Information and Proposed Use of the Information: NHTSA was established to reduce deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation’s highways. As part of this statutory mandate, NHTSA is authorized to conduct research for the development of traffic safety programs. While motorcycles account for less than one percent of vehicle miles traveled, in 2017 they accounted for 14 percent of all traffic fatalities.² Data about motorcyclists may suggest that they are a disproportionately risk-taking population. Twenty-nine percent of motorcyclists killed in collisions were operating without a valid driver’s license, which is higher than the 13 percent for passenger car drivers. Thirty-two percent of all motorcyclist fatalities involved speeding, compared to 18 percent for passenger car drivers. Twenty-eight percent of motorcyclist fatalities had a blood alcohol concentration (BAC) at or above 0.08 g/dL; this number increased to 42 percent at night.

However, motorcyclists are not a homogeneous group, varying in their reasons for riding, the type of

motorcycle they own or ride, the places and times they ride, the personal protective equipment they use, and their risk-taking behavior—all of which impact their safety and risk for certain collision outcomes. NHTSA has identified five segments of the riding population for which risk-taking can be better understood. A data-driven approach to assessing risk-taking will enable NHTSA to strategically and cost-effectively target interventions that can improve motorcyclist safety.

Affected Public: For segments 1, 2, 4, and 5, surveys will be sent only to people in the respective State DMV database who have a motorcycle endorsement, have received citations related to the particular segment (*i.e.*, driving while impaired, speeding, or failure to wear a helmet), have the specific type of motorcycle specific to the segment (*e.g.*, sport bike), are the defined sex for the segment, and fall within the age range for the segment. For Segment 3, participants will be females in attendance at a large-scale motorcycle event.

Estimated Number of Respondents: 4,545.

Participation in this study will be voluntary, and approximately 40,000 participants will be invited to take the four rider-segment surveys and approximately 2,000 participants will be recruited to take the female passenger intercept survey. It is estimated that 1,000 participants will complete the

survey for each of the four rider segments (total of 4,000 participants) and 500 participants will complete the female passenger survey. In addition, 9 participants from each segment will be invited to take the pilot surveys, for a total of 45 pilot participants.

Frequency: This survey is a one-time information collection, and there will be no recurrence.

Estimated Total Burden Hours

Estimated Burden Hours for Participating States

The estimated time for States to send invitation letters to all possible respondents is 10 minutes per person. Therefore, multiplying the number of minutes per invitation by the number of invitations to send per segment and rounding, there are 2 hours spent per segment in the pilot (9 invitations × 10 min./60 = 1.5) and 1,667 hours per segment for the full survey (10,000 invitations × 10 min./60 = 1,666.7). The total rounded burden hours for all segments that involve sending an invitation (Segments 1, 2, 4, and 5) is 6,676 hours [8 hours for the pilot (2 hours × 4) and 6,668 hours for the full survey (1,667 hours × 4)]. Each segment will be divided across two States with each State sending surveys to no more than two segments. The total hours per segment for participating States are detailed in Table 2.

TABLE 2—ESTIMATED TOTAL BURDEN HOURS FOR PARTICIPATING STATES

Segment	Time to send invitation per letter (minutes)	Pilot survey		Full survey		All surveys (pilot & full)	
		Number of invitation letters	Burden hours per segment	Number of invitation letters	Burden hours per segment	Total burden hours per segment	Total burden hours per state*
1	10	9	2	10,000	1,667	1,669	835
2	10	9	2	10,000	1,667	1,669	835
3	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	10	9	2	10,000	1,667	1,669	835
5	10	9	2	10,000	1,667	1,669	835
Total .....	.....	36	8	40,000	6,668	6,676	Max hours per State—1,670.

* Each State will send survey invitations to half of the sample size of a segment for up to two segments (*e.g.*, 5,000 participants in Segment 1 and 5,000 participants in Segment 2).

Estimated Total Labor Costs for Participating States

The labor cost associated with this collection of information for participating States is derived by (1) applying the appropriate average hourly labor rate published by the Bureau of Labor Statistics, (2) dividing by 0.619

(61.9%)³ for state and local government workers, to obtain the total cost of compensation, and (3) multiplying by the estimated burden hours for each segment. To arrive at the cost per segment for each State, the total segment cost must be divided in half since survey invitations for each segment will be divided across two States, with each

State sending surveys to no more than two segments. Labor costs associated with States to send invitation letters are estimated to be \$28.09 per hour for “Mail Clerks and Mail Machine Operators, Except Postal Service,”

² <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812785>.

³ See Table 1. Employer Costs for Employee Compensation by ownership (June 2020), available

at <https://www.bls.gov/news.release/ecec.t01.htm> (accessed November 23, 2020).

Occupation Code 43–9051, (\$17.39⁴ per hour ÷ 0.619). The estimated labor cost for participating States for each segment for the pilot is estimated to be \$56.18 rounded to \$56.00 (\$28.09 × 2 hours) and the estimated labor cost for each segment for the full survey is estimated to be \$46,826.03 rounded to \$46,826 (\$28.09 × 1,667 hours). Therefore, the estimated total rounded labor costs for participating States for all segments that involve sending an invitation (Segments

1, 2, 4, and 5) is \$187,528 (\$224 for the pilot (\$56.00 × 4 = \$224) and \$187,304 for the full survey (\$46,826 × 4 = \$187,304)). Each State will receive an estimated \$10,000 stipend from NHTSA for their assistance with mailing the surveys. The stipend funding has been included in the contract for conducting this survey and is not an additional cost for NHTSA. Additional benefits for a State DMV participation other than the stipend is it provides research that will

inform future programs for motorcycle safety. This could lead to programs, resources and product development, and other items that promote motorcycle safety. The maximum estimated labor costs for the burden hours per State is \$36,882, after the stipend provided by NHTSA. The burden costs for participating States are detailed in Table 3 below:

TABLE 3—ESTIMATED TOTAL LABOR COSTS PER SEGMENT FOR PARTICIPATING STATES

Segment	Average hourly labor cost	Pilot survey		Full survey		All surveys (pilot & full)	
		Burden hours per segment	Labor cost per segment	Burden hours per segment	Labor cost per segment	Total labor costs per segment	Total labor cost per state
1	\$28.09	2	\$56.00	1,667	\$46,826.00	\$46,882.00	\$23,441.00
2	28.09	2	56.00	1,667	46,826.00	46,882.00	23,441.00
3	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	28.09	2	56.00	1,667	46,826.00	46,882.00	23,441.00
5	28.09	2	56.00	1,667	46,826.00	46,882.00	23,441.00
Totals .....	.....	8	224.00	6,668	187,304.00	187,528.00	Max Cost Per State—\$46,882 less \$10,000 NHTSA stipend = \$36,882.00.

Estimated Burden Hours for Survey Participants and Nonrespondents

The total burden hours for potential survey participants are derived by estimating the number of minutes each potential participant would spend on reading the survey invitation and

multiplying by the number of potential participants. Approximately 40,000 potential participants will receive an invitation to take one of the four rider-segment surveys and approximately 2,000 potential participants will be recruited to take the female passenger intercept survey. NHTSA estimates that

each potential participant will spend up to 2 minutes reading and reviewing the invitation; therefore, the total burden hours for recruiting participants is estimated to be 1,400 hours ((40,000 × 2/60) + (2,000 × 2/60)), as shown in Table 4.

TABLE 4—ESTIMATED RECRUITMENT BURDEN HOURS

Segment	Time to read invitation (minutes)	Number of potential participants	Total time per segment (hours)
Riders	2	40,000	1,333
Passengers	2	2,000	67
Total Est. Recruitment Burden Hours .....	.....	.....	1,400

For participants who decide to take the survey, each survey includes approximately 5 minutes for screening questions and between 30 and 50 minutes to take the survey. The estimated time for the pilot participants who take the survey is 36 hours and the

estimated time for the full survey participants is 3,542 hours. Therefore, the total burden hours for the full survey for all segments is 3,578 hours (3,281 hours for riders and 297 hours for passengers). The burden hours for respondents are detailed in Table 5.

Burden hours were estimated using 1 minute to read the introduction, 30 seconds per multiple choice question, and 1 minute per multiple answer question.

⁴ See May 2019 National Occupational Employment and Wage Estimates by ownership,

Federal, state, and local government including the U.S. Postal Service, available at [https://](https://www.bls.gov/oes/current/999001.htm#43-0000)

www.bls.gov/oes/current/999001.htm#43-0000 (accessed November 23, 2020).

TABLE 5—ESTIMATED BURDEN HOURS FOR RESPONDENTS

Segment	Estimated time to complete survey	Pilot survey		Full survey		Total est. burden hours per segment
		Number of respondents	Burden hours per segment	Number of respondents	Burden hours per segment	
1	40	9	6	1,000	667	673
2	50	9	8	1,000	833	841
3	35	9	5	500	292	297
4	55	9	9	1,000	917	926
5	50	9	8	1,000	833	841
Total	230	45	36	4,500	3,542	3,578

Therefore, the total burden hours for survey participants and nonrespondents for the pilot and full survey for all segments is 4,978 hours (1,400 hours for recruitment and 3,578 hours for respondents).

Estimated Total Burden Hour Opportunity Costs for Survey Participants

The burden hour cost associated with this collection of information for respondents is derived by multiplying the appropriate average American wage published by the Bureau of Labor

Statistics by the estimated burden hours for participants for each segment. The average American wage is estimated to be \$29.81 per hour for “all employees on private nonfarm payrolls.”⁵ The estimated opportunity cost for participants for each segment for the pilot and full survey is \$106,660.00, detailed in Table 6.

TABLE 6—ESTIMATED OPPORTUNITY COSTS FOR RESPONDENTS

Segment	Average hourly wage	Pilot survey		Full survey		All surveys (pilot & full)
		Burden hours per segment	Opportunity cost per segment (rounded)	Burden hours per segment	Opportunity cost per segment (rounded)	Total opportunity cost per segment (rounded)
1	\$29.81	6	\$179.00	667	\$19,883.00	\$20,062.00
2	29.81	8	238.00	833	24,832.00	25,070.00
3	29.81	5	149.00	292	8,705.00	8,854.00
4	29.81	9	268.00	917	27,336.00	27,604.00
5	29.81	8	238.00	833	24,832.00	25,070.00
Totals .....	.....	36	1,072.00	3,542	105,588.00	106,660.00

Total Estimated Burden Hours: The total estimated burden for recruiting participants by the States (6,676 hours), for reading of the invitation by potential participants (1,400 hours), for pilot testing of all surveys (36 hours) and for 4,500 participants to complete the survey (3,542 hours) is 11,654 total hours.

Total Estimated Burden Cost: Participation in this study is voluntary, and there are no actual costs to respondents beyond the time spent completing the questionnaires.

Public Comments Invited: You are asked to comment on any aspects of this information collection, including (a) 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;

(b) the accuracy of the Department’s estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; 49 CFR 1.49; and DOT Order 1351.29.

Issued in Washington, DC.
Nanda Narayanan Srinivasan,
Associate Administrator, Research and Program Development.
 [FR Doc. 2021-04777 Filed 3-5-21; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Notice of OFAC Sanctions Actions

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The U.S. Department of the Treasury’s Office of Foreign Assets Control (OFAC) is publishing the name of a person that has been placed on OFAC’s Specially Designated Nationals and Blocked Persons List based on OFAC’s determination that one or more applicable legal criteria were satisfied. All property and interests in property subject to U.S. jurisdiction of this person are blocked, and U.S. persons are generally prohibited from engaging in transactions with them.

⁵ See Table B-3. Average hourly and weekly earnings of all employees on private nonfarm

payrolls by industry sector, seasonally adjusted,

available at <https://www.bls.gov/news.release/empsit.t19.htm> (accessed January 28, 2021).