regulatory actions. OIRA has determined that this policy statement is significant under section 3(f) of Executive Order 12866. For the reasons discussed above, this policy statement is considered an Executive Order 14192 deregulatory action.

Decided: November 2, 2026.

By the Board, Board Members Fuchs, Hedlund, Kloster, and Schultz.

Andrea Pope-Matheson,

Clearance Clerk.

[FR Doc. 2026–22811 Filed 11–6–26; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Compatibility Program for Seattle-Tacoma International Airport, King County, Washington

AGENCY: Federal Aviation Administration, DOT.

ACTION: Acceptance of Seattle-Tacoma International Airport noise exposure map.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Port of Seattle for Seattle-Tacoma International Airport are compliant with applicable statutory and regulatory requirements.

DATES: The effective date of the FAA's determination on the noise exposure map is October 26, 2026.

FOR FURTHER INFORMATION CONTACT: Sky M. Laron, Community Engagement Officer, Northwest Mountain Region, Airports Division, Federal Aviation Administration, 2200 S. 216th Street, Des Moines, WA 98198, (206) 231–4136.

SUPPLEMENTARY INFORMATION: The FAA determined the noise exposure map submitted by the Port of Seattle for Seattle-Tacoma International Airport, is in compliance with applicable statutory and regulatory requirements, effective October 26, 2026 Under title 49, United States Code (U.S.C.) section 47503, an airport operator may submit to the FAA, noise exposure maps depicting non-compatible uses as of the date such map is submitted, a description of estimated aircraft operations during a forecast period that is at least five years in the future and how those operations will affect the map. A noise exposure map must be prepared in accordance with title 14, Code of Federal Regulations (CFR) part 150, the regulations promulgated pursuant to 49 U.S.C. 47502, and developed in consultation with public agencies and planning authorities in the area surrounding the airport, state and Federal agencies, interested and affected parties in the local community, and aeronautical users of the airport. In addition, an airport operator that submitted a noise exposure map, which the FAA determined is compliant with statutory and regulatory requirements, may submit a noise compatibility program for FAA approval that sets forth measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA completed its review of the noise exposure map and supporting documentation submitted by the Port of Seattle and determined the noise exposure map and accompanying documentation are compliant with applicable requirements. The documentation that constitutes the noise exposure map includes the current and forecast noise exposure map graphics, the 2022 Existing Condition Noise Exposure Map and 2032 Future Condition Noise Exposure Map, and other narrative, graphic or tabular representations of the data required by 14 CFR A150.101 and 49 U.S.C. 47503. This determination is effective on October 26, 2026. FAA's determination on an airport's noise exposure map is limited to a finding that the noise exposure map was developed in accordance with the 49 U.S.C. 47503 and procedures contained in 14 CFR A150.101. FAA's acceptance of an NEM does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties within noise exposure contours depicted on a noise exposure map, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of 49 U.S.C. 47506. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under 14 CFR part 150 or through FAA review and acceptance of a noise exposure map. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted a noise exposure map or with those public agencies and planning authorities with which consultation is required under 49 U.S.C 47503. The FAA relied on the certification by the airport operator that the consultations and opportunity for public review required under 14 CFR 150.21 has been accomplished during the development of the noise exposure maps. Copies of the noise exposure map and supporting documentation and the FAA's evaluation of the noise exposure maps are available for examination at the following locations:

Federal Aviation Administration, Northwest Mountain Region, Airports Division, 2200 S. 216th Street, Des Moines, WA 98198.

Seattle-Tacoma International Airport, Port of Seattle, 17801 International Blvd., SeaTac, WA, 98158.

Questions may be directed to the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this notice.

Issued in Des Moines, Washington, on October 26, 2026.

Jason Ritchie,

Director (Acting), ANM Airports Division, ANM–600, Northwest Mountain Region Airports Division.

[FR Doc. 2026–22729 Filed 11–6–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2026–1255]

Agency Information Collection Activities: Notice of Request for Extension of a Currently Approved Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of request for extension of currently approved information collection.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for extension of an existing information collection that is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by January 8, 2027.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 1255by any of the following methods:

Website: For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to *http://www.regulations.gov.* Follow the online instructions for submitting comments.

Fax: 1–202–493–2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Wendy McAbee, (202) 366–5658, Office of Administration, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 7 a.m. to 3:30 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Highway Bridge and National Bridge Inspection Programs (National Bridge Inspection Standards).

OMB Control: 2125–0501.

Background: This collection is necessary to meet legislative requirements of Title 23 United States Code section 144, and the Code of Federal Regulations, 23 Highways Part 650, Subpart C—National Bridge Inspection Standards which require States, Federal Agencies, and Tribal Governments to: (1) perform, and report inventory data from, initial, routine, non-redundant steel tension member, underwater, damage, in-depth, and special inspections as appropriate for all highway bridges on public roads, and element level inspections for highway bridges on the National Highway System; (2) report costs associated with the replacement of highway bridges; and (3) report critical findings on highway bridges. The bridge replacement unit cost information that is provided to the FHWA is on an annual basis. The critical findings information is periodically provided to the FHWA. The bridge information is used for multiple purposes, including: (1) the determination of the condition of the Nation's bridges which is included in a biennial report to Congress on the Status of the Nation's Bridges; (2) for various additional reports to Congress on Bridge Safety; (3) the data source for executing various sections of the Federal-aid program which involve highway bridges; (4) the data source for assessing the bridge penalty provisions of Title 23 United States Code section 119; (5) the data source for the evaluation of bridge performance measures established in Title 23 United States Code section 150; (6) for conducting oversight of the National Bridge Inspection Program at the State, Federal, and Tribal government level; and (7) for strategic national defense needs.

Respondents: 52 State highway agencies including the District of Columbia and Puerto Rico, Federal Agencies, Tribal Governments, and transportation departments of United States Territories of U.S Virgin Islands and Guam. The number of inspections per respondent varies in accordance with the National Bridge Inspection Standards.

Frequency: Annually.

Estimated Average Burden per Response: The estimated average burden for each routine bridge inspection on the National Highway System is 10 hours. The estimated average burden for each routine bridge inspection that is not on the National Highway System is 9 hours. The estimated average burden for each Non-redundant Steel Tension Member, Underwater, and Special inspection is 9 hours. The estimated average burden for each cost collection report is 16 hours. The estimated average burden for reporting critical findings is 40 hours.

Estimated Total Annual Burden Hours: The annual burden hours associated with this renewal are 3,179,366 hours. This estimated figure is based on 76,557 annual instances for bridge inspections on the National Highway System multiplied by 10 hours (765,570 hours); plus 73,492 annual instances for routine bridge inspection that are not on the National Highway System multiplied by 9 hours (2,235,339 hours); plus annual instances for non-redundant steel tension member, underwater, and special inspections multiplied by 9 hours (175,545 hours); plus 16 hours for each unit cost report multiplied by 52 reports (832 hours); plus 40 hours for follow up on critical findings multiplied by 52 respondents (2,080 hours) for a combined annual burden of 3,179,366 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 4, 2026.

Jazmyne Lewis,

Information Collection Officer.

[FR Doc. 2026–22738 Filed 11–6–26; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in Maryland

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of limitation on claims for judicial review of actions by FHWA.

SUMMARY: This notice announces action taken by FHWA that are final. The actions relate to the proposed improvements along U.S. 50/301 and proposed replacement of the Chesapeake Bay Bridges (Bay Bridge) across the Chesapeake Bay. Those actions grant licenses, permits, or approvals for the Project. The Tier 2 Combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) under the National Environmental Policy Act (NEPA) and other documents in the Project file provide details on the Project and FHWA's actions.

DATES: By this notice, FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(*l*)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before April 8, 2027. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: For FHWA: Valeriya Remezova, Division Administrator, Federal Highway Administration, 31 Hopkins Plaza, Suite 1520, Baltimore, MD 21201, Telephone (410) 962–4440, *valerirya.remezova@dot.gov.* The FHWA Maryland Division's normal business hours are 8:00 a.m. to 4:30 p.m. (EST).

For MDTA: Bruce Gartner, Executive Director, Maryland Transportation Authority, 2310 Broening Highway Baltimore, MD 21224, Telephone (410) 537–1001, *bgartner@mdta.state.md.us.*