

DEPARTMENT OF ENERGY**Federal Energy Regulatory Commission****18 CFR Part 385**

[Docket No. RM18–7–000; Order No. 846]

Withdrawal of Pleadings**AGENCY:** Federal Energy Regulatory Commission.**ACTION:** Final rule; errata notification.**SUMMARY:** This document contains corrections to the final rule (RM18–7–000) which published in the **Federal Register** of Wednesday, May 23, 2018.**DATES:** Effective June 22, 2018.**FOR FURTHER INFORMATION CONTACT:** Vince Mareino, 888 First Street NE, Washington, DC 20426, (202) 502–6167, Vince.Mareino@ferc.gov.**SUPPLEMENTARY INFORMATION:**

1. On May 17, 2018, the Commission issued a Final Rule in the above captioned proceeding. *Withdrawal of Pleadings*, 163 FERC ¶ 61,118 (2018), see 83 FR 23807. This errata notification hereby corrects paragraph 11 of the Final Rule by deleting the second sentence that was inadvertently included. Accordingly, paragraph 11 is corrected to read as follows: “These regulations are effective June 22, 2018.”

Issued: May 24, 2018.

Kimberly D. Bose,
Secretary.

[FR Doc. 2018–11639 Filed 5–30–18; 8:45 am]

BILLING CODE 6717–01–P**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****23 CFR Part 490**

[Docket No. FHWA–2017–0025]

RIN 2125–AF76

National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program**AGENCY:** Federal Highway Administration (FHWA), Department of Transportation (DOT).**ACTION:** Final rule.**SUMMARY:** This final rule repeals the performance management measure that assessed the percent change in tailpipe carbon dioxide (CO₂) emissions, from the reference year 2017, on the National

Highway System (NHS) (also referred to as the Greenhouse Gas (GHG) measure). The GHG measure was one of several performance measures that FHWA required State departments of transportation (State DOTs) and metropolitan planning organizations (MPOs) to use to assess performance in a variety of areas. After considering the comments received in response to the notice of proposed rulemaking (NPRM) published on October 5, 2017, FHWA has decided to repeal the GHG measure.

DATES: This final rule is effective July 2, 2018.**FOR FURTHER INFORMATION CONTACT:** For technical information: Michael Culp, Office of Planning, Environment and Realty, (202) 366–9229; for legal information: Christopher Richardson, Office of Chief Counsel, (202) 366–1383, Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m. ET, Monday through Friday, except Federal holidays.**SUPPLEMENTARY INFORMATION:****Electronic Access and Filing**

The notice of proposed rulemaking (NPRM) was published at 82 FR 46427 on October 5, 2017.¹ A copy of the NPRM, all comments received, and all background material may be viewed online at <http://www.regulations.gov>. Electronic retrieval help and guidelines are available on the website, which is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from the Office of the Federal Register’s website at <http://www.ofr.gov> and the Government Publishing Office’s website at <http://www.gpo.gov>.

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¹ 82 FR 46427 Pg. 46427–46433: <https://www.federalregister.gov/documents/2017/10/05/2017-21442/national-performance-management-measures-assessing-performance-of-the-national-highway-system>.

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I. Executive Summary**A. Purpose of the Deregulatory Action**

The purpose of this deregulatory action is to repeal the requirement that State departments of transportation (State DOTs) and metropolitan planning organizations (MPOs) assess the performance of the National Highway System (NHS) under the National Highway Performance Program (NHPP) by measuring the percent change in tailpipe carbon dioxide (CO₂) emissions on the NHS from calendar year 2017 (also referred to as the Greenhouse Gas (GHG) measure). This measure was calculated using data on fuel use and vehicle miles traveled (VMT). After further consideration and review of the comments received, as well as relevant statutory authorities, we have decided to repeal this measure. This repeal will alleviate a burden on State DOTs and MPOs that imposed costs with no predictable level of benefits. This final rule does not prohibit State DOTs and MPOs from choosing voluntarily to measure and assess CO₂ emissions.

B. Summary of the Deregulatory Action in Question

This final rule repeals the GHG measure. By repealing this measure, FHWA will no longer require State DOTs and MPOs to undertake administrative activities to establish targets, calculate their progress toward their selected targets, report to FHWA, and determine a plan of action to make progress toward their selected targets if