

*Advancing Racial Equity and Support for Underserved Communities Through the Federal Government.* This public meeting is part of the SPOG's ongoing efforts to engage and collaborate with diverse communities and develop an implementation plan for integrating racial equity into U.S. government anti-trafficking efforts and is meant to complement the SPOG's prior request for written information (87 FR 7231) to provide members of the public with another way to share feedback with the U.S. government. The implementation plan will highlight the importance of an intersectional approach, as racism often compounds with other forms of discrimination to affect individuals' vulnerability to human trafficking. Additionally, it will complement agencies' individual work to implement *Diversity, Equity, Inclusion and Accessibility in the Federal Workforce* by sharing information and practices for increasing diversity in the federal workforce as an integral way to strengthen agencies' anti-trafficking work.

**DATES:** The SPOG will hold a web-based open public meeting on May 3, 2023, from 1:30 p.m. to 3 p.m. EDT. To attend the public meeting, you must register by April 23, 2023, at 11:59 p.m. EDT.

**ADDRESSES:** The meeting will be accessible via webcast. To register, go to [www.eventbrite.com/e/public-meeting-on-anti-trafficking-work-using-a-racial-equity-lens-tickets-560732535107](http://www.eventbrite.com/e/public-meeting-on-anti-trafficking-work-using-a-racial-equity-lens-tickets-560732535107). Registrants will receive the webcast information on May 1, 2023.

**FOR FURTHER INFORMATION CONTACT:** Jennifer Ho, (202) 453-8473, [TIPOutreach@state.gov](mailto:TIPOutreach@state.gov).

**SUPPLEMENTARY INFORMATION:**

**Background**

The Department of State, on behalf of the SPOG, is hosting a public meeting to seek input, information, and recommendations from a broad array of stakeholders in the public, private, advocacy, not-for-profit, and philanthropic sectors, including state, local, tribal, and territorial areas, on available methods, approaches, and tools to apply a racial equity lens to federal government anti-trafficking efforts. For more information on the SPOG and on definitions for terms used in this Notice, please refer to the Supplementary Information on this page: [www.state.gov/request-for-information-on-conducting-anti-trafficking-work-using-a-racial-equity-lens](http://www.state.gov/request-for-information-on-conducting-anti-trafficking-work-using-a-racial-equity-lens).

The Department welcomes public input that the SPOG can factor into decisions around what specific action

items and performance metrics it should include in its implementation plan for integrating a racial equity lens into its anti-trafficking work. This public meeting will begin with brief opening remarks from Department officials. All stakeholders and interested members of the public are welcome to register to provide oral comments; however, based on the meeting duration or topic area constraints, the Department may not be able to allocate time for all registered attendees to provide oral comments during the meeting.

The SPOG is interested in all comments but requests input particularly on any of the following questions for which the stakeholder has direct personal or professional experience:

1. What does racial equity mean in the context of human trafficking? What does a racially equitable anti-trafficking framework look like, particularly for law enforcement and prosecution responses, victim assistance efforts, and prevention strategies? Are there specific considerations for responding to sex trafficking and to labor trafficking?

2. Please describe any racial injustice, inequity, or unfairness you have observed or experienced that resulted from a federal anti-trafficking activity (please specify the relevant policy, practice, or program). Do you have recommendations for how this should be corrected?

3. How have federal anti-trafficking policies, programs, and systems created barriers to advancing racial equity, and how might the executive branch address and help reduce these barriers?

4. What promising approaches or efforts have been successful in embedding a racial equity lens in anti-trafficking work? What examples and/or data are available to support this?

5. What can SPOG agencies do individually or collectively to advance racial equity and integrate it into federal anti-trafficking work domestically and internationally—particularly in the areas of investigation and prosecution, victim services (commenters may specify specific populations, such as people of color, people who are limited English proficient, people with disabilities, noncitizens, LGBTQI+ persons, etc.), grantmaking, public procurement, supply chains, public awareness and outreach, research and data collection, and any other area the submitter feels is important to note?

6. What tools, approaches, or lessons have been applied in other countries or in U.S. state, territorial, tribal, and local jurisdictions to address the intersection between racial, ethnic, linguistic, or cultural discrimination and human

trafficking? Could these tools, approaches, or lessons applied by other authorities be helpful to the United States to further racial equity?

7. What are promising practices or strategies for how anti-trafficking policies and programs can address the compounded barriers at the intersections of systemic racism and other forms of discrimination, such as discrimination against persons with disabilities, persons who are limited English proficient, LGBTQI+ persons, and women and girls?

8. Meaningful stakeholder engagement includes being able to understand each other's spoken language, collective problem-solving and decision-making, equitable partnerships, and collaboration that fosters a sharing of power. What processes or approaches should SPOG agencies have in place to proactively and meaningfully engage individuals with lived experience of human trafficking and communities that are most directly impacted by human trafficking? What are tools and best practices that SPOG agencies should consider to embed racial equity practices into community and stakeholder engagement?

**Meeting Accommodation Request**

For information on language assistance services, services for individuals with disabilities, or to request accommodation of a disability, please contact [TIPOutreach@state.gov](mailto:TIPOutreach@state.gov) by April 19, 2023, to give the Department as much time as possible to process the request. Closed captioning and live ASL interpreter services will be available. Determinations for reasonable accommodation will be made on a case-by-case basis.

**Cynthia D. Dyer,**

*Ambassador-at-Large, Office to Monitor and Combat Trafficking in Persons, Department of State.*

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**BILLING CODE 4710-11-P**

**SURFACE TRANSPORTATION BOARD**

[Docket No. FD 36670]

**Grafton and Upton Railroad Company—Acquisition and Operation Exemption—CSX Transportation, Inc.**

Grafton and Upton Railroad Company (G&U), a Class III carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire by easement from CSX Transportation, Inc. (CSXT), and to continue to operate, approximately 8.4 miles of rail line

(known as the Milford Secondary) between milepost QVG 0 and milepost QVG 8.4 in Milford, Bellingham, and Franklin, Mass. (the Line).<sup>1</sup>

According to the verified notice, this proceeding is related to *Massachusetts Bay Transportation Authority—Acquisition Exemption—CSX Transportation, Inc.*, Docket No. FD 36669. In that proceeding, Massachusetts Bay Transportation Authority (MBTA) filed a verified notice of exemption seeking authority to acquire the physical assets of the Line and another rail line from CSXT, subject to a permanent and exclusive freight common carrier service easement that will be retained by CSXT. See *Mass. Bay Transp. Auth.—Acquis. Exemption—CSX Transp., Inc.*, Docket No. FD 36669, slip op. at 1–2 (STB served March 1, 2023).<sup>2</sup> In the verified notice in this proceeding, G&U states that immediately upon MBTA's closing on the Line's assets, CSXT will assign its new, retained freight easement over the Line to G&U, which will replace G&U's existing easement. G&U further states that it will execute an operating agreement with the MBTA which, together with the new easement, will govern, among other things, MBTA's commuter rail operations and maintenance and G&U's freight common carrier operations over the Line. According to G&U, the agreement assigning the easement from CSXT to G&U provides for an initial term of ten years, subject to three five-year extensions if certain conditions are met.

G&U certifies that its projected annual revenues as a result of this transaction will not exceed \$5 million or the threshold required to qualify as a Class III carrier. G&U also certifies that the proposed transaction does not involve a provision or agreement that may limit future interchange with a third-party connecting carrier.

The transaction may be consummated on or after March 24, 2023, the effective date of the exemption (30 days after the verified notice was filed).<sup>3</sup>

<sup>1</sup> G&U currently operates over the Line pursuant to an existing easement from CSXT. See *Grafton & Upton R.R.—Acquis. & Operation Exemption—CSX Transp., Inc.*, FD 36444 (STB served Oct. 14, 2020).

<sup>2</sup> As noted in that decision, MBTA also filed a motion to dismiss its notice of exemption on the grounds that its transaction does not require authorization from the Board. *Mass. Bay Transp. Auth.—Acquis. Exemption—CSX Transp., Inc.*, Docket No. FD 36669, slip op. at 1 n.1 (STB served March 1, 2023).

<sup>3</sup> In Docket No. FD 36669, MBTA states that it will consummate its acquisition of the Line's assets once the Board has rendered a favorable decision on the motion to dismiss filed concurrently in that docket and upon effectiveness of the exemption here. *Mass. Bay Transp. Auth.—Acquis.*

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than March 17, 2023 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36670, must be filed with the Surface Transportation Board either via e-filing or in writing addressed to 395 E Street SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on G&U's representative, James E. Howard, 57 Via Buena Vista, Monterey, CA 93940.

According to G&U, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

Decided: March 7, 2023.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

**Kenyatta Clay,**  
*Clearance Clerk.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. 2022–1202]

#### Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Reduction of Fuel Tank Flammability on Transport Category Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

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

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on September 29, 2022. The FAA's Fuel

*Exemption—CSX Transp., Inc.*, Docket No. FD 36669, slip op. at 2–3 (STB served March 1, 2023).

Tank Flammability Safety rule requires manufacturers to report to the FAA every 6 months on the reliability of the fuel tank flammability reduction systems of their fleet. The data is needed to assure system performance meets that predicted at the time of certification. This collection of information supports the Department of Transportation's strategic goal of safety.

**DATES:** Written comments should be submitted April 10, 2023.

**ADDRESSES:** Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

**FOR FURTHER INFORMATION CONTACT:** Philip Dang by email at: [Philip.M.Dang@faa.gov](mailto:Philip.M.Dang@faa.gov) by phone: 206–231–3442.

#### SUPPLEMENTARY INFORMATION:

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information.

*OMB Control Number:* 2120–0710.

*Title:* Reduction of Fuel Tank Flammability on Transport Category Airplanes.

*Form Numbers:* There are no FAA forms associated with this collection.

*Type of Review:* Renewal of an information collection.

*Background:* The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on Sept 29, 2022 (87 FR 59160). Design approval holders use flammability analysis documentation to demonstrate to their FAA Oversight Office that they are compliant with the Fuel Tank Flammability Safety rule (73 FR 42443). Semi-annual reports submitted by design approval holders provide listings of component failures discovered during scheduled or unscheduled maintenance so that the reliability of the flammability reduction means can be verified by the FAA.

*Respondents:* Approximately four design approval holders.

*Frequency:* Every three years.

*Estimated Average Burden per Response:* 100 hours.