

CFR section	Respondent universe	Total annual responses (A)	Average time per response (B)	Total annual burden hours (C = A * B)	Total cost equivalent in U.S. dollar (D = C * wage rates) <sup>4</sup>
213.329(e)—Curves, elevation, and speed limitations—FRA approval of qualified vehicle types based on results of testing.	2 railroads .....	2.00 cover letters + 2.00 technical reports + 2.00 diagrams.	30.00 minutes + 16.00 hours + 15.00 minutes.	33.50	2,878.66
—(f) Written notification to FRA 30 days prior to implementation of higher curving speeds.	2 railroads .....	2 notices .....	2 hours .....	4.00	343.72
—(g) Written consent of other affected track owners by railroad.	2 railroads .....	2 written consents .....	45 minutes .....	1.50	128.90
213.333(d)—Automated vehicle-based inspection systems—Track Geometry Measurement System (TGMS) output/exception reports.	7 railroads .....	7 reports .....	1 hour .....	7.00	601.51
213.341(b)—(d)—Initial inspection of new rail & welds—Inspection records.	2 railroads .....	800 records .....	2 minutes .....	26.67	2,291.75
213.343(a)—(e)—CWR—Procedures for installations and adjustments of CWR.	2 railroads .....	2 plans .....	4 hours .....	8.00	687.44
—(h) Recordkeeping requirements .....	2 railroads .....	8,000 records .....	2 minutes .....	266.67	22,914.95
213.345(a)—(c)—Vehicle qualification testing—Vehicle qualification program for all vehicle types operating at track Class 6 speeds or above.	2 railroads .....	2 program plans .....	120 hours .....	240.00	20,623.20
—(d) Previously qualified vehicle types qualification programs.	2 railroads .....	2 program plans .....	8 hours .....	16.00	1,374.88
—(h) Written consent of other affected track owners by railroad.	4 railroads .....	4 written consents .....	30 minutes .....	2.00	246.82
213.369(d)—Inspection Records—Record of inspection of track.	2 railroads .....	15,000 record sets .....	10 minutes .....	2,500.00	214,825.00
<b>Total</b> <sup>5</sup> .....	784 railroads .....	1,432,181 responses ...	N/A .....	234,294	20,131,107

Total Estimated Annual Responses: 1,432,181.

Total Estimated Annual Burden: 234,294.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$20,131,107.

FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

**Christopher S. Van Nostrand,**

Acting Deputy Chief Counsel.

[FR Doc. 2023–20662 Filed 9–22–23; 8:45 am]

BILLING CODE 4910–06–P

<sup>4</sup> The dollar equivalent cost is derived from the 2022 Surface Transportation Board Full Year Wage A&B data series using the employee groups 100 (Executives, Officials, and Office Staff Assistants) \$70.52, 200 (Professional and Administrative) \$49.10, and 400 (Maintenance of Equipment & Stores) \$38.35. The total burden wage rate (Straight time plus 75%) used in the table is \$85.93 (\$49.10 × 1.75 = \$85.93) except for the following: § 213.234(g) and § 213.345(h) which uses an hourly wage rate of \$123.41 (70.52 × 1.75 = \$123.41) and § 213.234(h)(3) which uses an hourly wage rate of \$67.11 (\$38.35 × 1.75 = \$67.11).

<sup>5</sup> Totals may not add up due to rounding.

**DEPARTMENT OF TRANSPORTATION**

**Federal Transit Administration**

[Docket No.: FTA–2023–0006]

**Notice of Availability of Programmatic Assessment of Greenhouse Gas Emissions From Transit Projects; Request for Comments**

**AGENCY:** Federal Transit Administration (FTA), Department of Transportation (DOT).

**ACTION:** Notice of availability; request for comments.

**SUMMARY:** The Federal Transit Administration (FTA) announces the availability of and requests comments on a Programmatic Assessment of Greenhouse Gas Emissions from Transit Projects.

**DATES:** Comments must be received by November 24, 2023. Late filed comments will be considered to the extent practicable.

**ADDRESSES:** The Programmatic Assessment is available through <https://www.regulations.gov> under docket number FTA–2023–0006.

You may submit comments to Docket No. FTA–2023–0006 by any of the following methods:

*Federal eRulemaking Portal:* Go to <https://www.regulations.gov> and follow the online instructions for submitting comments.

*Mail:* Docket Management Facility: U.S. Department of Transportation, 1200

New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

*Hand Delivery or Courier:* West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC, between 8:30 a.m. and 4:30 p.m. e.t., Monday through Friday, except Federal holidays.

*Fax:* (202) 493–2251.

*Instructions:* You must include the agency name (Federal Transit Administration) and the Docket Number of this notice at the beginning of your comments. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

**FOR FURTHER INFORMATION CONTACT:** Megan Blum, Office of Environmental Programs, (202) 366–0463, [Megan.Blum@dot.gov](mailto:Megan.Blum@dot.gov), or Alexandra Brun, Office of Environmental Programs, (202) 366–7469, [Alexandra.Brun@dot.gov](mailto:Alexandra.Brun@dot.gov); Mark Montgomery, Office of Chief Counsel, (202) 366–1017, [Mark.Montgomery@dot.gov](mailto:Mark.Montgomery@dot.gov). Office hours are from 9:00 a.m. to 5:00 p.m. ET, Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

**Background**

The National Environmental Policy Act (NEPA) requires Federal agencies to disclose and analyze the environmental effects of their proposed actions. In January 2023, the Council on

Environmental Quality (CEQ) issued the *National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change* (88 FR 1196) (CEQ guidance) to assist agencies in analyzing greenhouse gas (GHG) emissions and climate change effects of their proposed actions under NEPA. The CEQ guidance provides a framework for agencies to consider the effects of a proposed action on climate change, as indicated by its estimated GHG emissions. It also advises agencies to assess the effects of climate change on their proposed actions.

The CEQ guidance acknowledges that incorporation by reference is of great value in considering GHG emissions or the implications of climate change for the proposed action and its environmental effects. The CEQ guidance also notes that an agency may decide that it would be useful and efficient to provide an aggregate analysis of GHG emissions or climate change effects in a programmatic analysis and then incorporate that analysis by reference into future NEPA reviews. FTA considers it practicable to assess the effects of GHG emissions and climate change for transit projects at a programmatic level, where possible.

The Programmatic Assessment of Greenhouse Gas Emissions from Transit Projects (Programmatic Assessment) is a NEPA streamlining tool that creates greater efficiency by: (1) reporting on whether certain types of proposed transit projects merit detailed analysis of their GHG emissions at the project-level; and (2) providing a source of data and analysis for FTA and its project sponsors to reference in future environmental documents for projects where detailed, project-level GHG analysis would provide only limited information beyond what is collected and considered in the Programmatic Assessment. The Programmatic Assessment is intended to update and supersede FTA's January 2017 Programmatic Assessment of Greenhouse Gas Emissions from Transit Projects (82 FR 5636).

The Programmatic Assessment presents results from an analysis to estimate direct and indirect GHG emissions generated from the construction, operations, and maintenance phases for a sample of bus rapid transit, streetcar rail, light rail, commuter rail, and heavy rail projects, as well as an estimate of personal vehicle emissions displaced due to transit's "ridership effect." Emissions estimates were calculated using FTA's Transit Greenhouse Gas Estimator, version 3.0 (<https://www.transit.dot.gov/regulations-and-guidance/>

*environmental-programs/ftas-transit-greenhouse-gas-emissions-estimator*), which is an Excel-based tool that allows users to calculate partial lifecycle GHG emissions estimates by transit mode based on limited data inputs. The CEQ guidance also indicates that project proponents should place potential GHG emissions and their impacts in appropriate context. In order to provide additional context for the GHG estimates included in the Programmatic Assessment, the net social benefits of reduced operational emissions resulting from each transit project in the sample were estimated.

The Programmatic Assessment provides a reference for FTA and its project sponsors to use in future NEPA documents to describe the effects of proposed transit investments on partial lifecycle GHG emissions. The Programmatic Assessment's results can inform transit project proponents who are considering the GHG emissions of future transit investments or who might independently want to evaluate the GHG emissions benefits and cost of such investments.

FTA requests comments on the Programmatic Assessment, which is available in the docket. FTA will respond to comments received on the Programmatic Assessment in a second **Federal Register** notice to be published after the comment period closes. That second notice will also announce the availability of a final Programmatic Assessment that reflects any changes implemented as a result of comments received.

*Authority:* 42 U.S.C. 4321 *et seq.*; 40 CFR 1507.3; 49 CFR 1.81(a)(5).

**Felicia L. James,**

*Associate Administrator for Planning and Environment.*

[FR Doc. 2023-20745 Filed 9-22-23; 8:45 am]

**BILLING CODE 4910-57-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2023-0048]

#### Motorcyclist Advisory Council

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

**ACTION:** Notice of establishment of the Motorcyclist Advisory Council (MAC) and solicitation for appointment to the MAC.

**SUMMARY:** NHTSA announces the establishment of MAC for a 2-year

period. The MAC will coordinate with and advise the Secretary of Transportation, the NHTSA Administrator and the Federal Highway Administration (FHWA) Administrator on transportation issues of concern to motorcyclists, including: motorcycle and motorcyclist safety; barrier and road design, construction, and maintenance practices; and the architecture and implementation of intelligent transportation system technologies. NHTSA is also soliciting nominations for appointment to the MAC.

**DATES:** Applications for membership must be received by NHTSA on or before 5 p.m. EST, December 15, 2023.

**ADDRESSES:** If you wish to apply for membership, your application should be submitted to:

- *Email:*

*MotorcyclistAdvisoryCouncil@dot.gov.*

- *Mail:* Use only overnight mail and

send to: U.S. Department of Transportation, National Highway Traffic Safety Administration, Office of Safety Programs, Room W44-308, 1200 New Jersey Avenue SE, Washington, DC, 20590.

**FOR FURTHER INFORMATION CONTACT:** John W. Marshall, Director, Office of Safety Programs, Office of Research and Program Development, National Highway Traffic Safety Administration, U.S. Department of Transportation, *john.marshall@dot.gov* or 202-366-3803. Any Council related questions should be sent to the persons listed in this section.

#### SUPPLEMENTARY INFORMATION:

*Background:* Section 24111 of the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (Pub. L. 117-58) (codified at 49 U.S.C. 355) requires the establishment of a Motorcyclist Advisory Council (MAC). The Secretary of Transportation is required to establish a MAC to advise on transportation safety issues of concern to motorcyclists, including:

- (1) Motorcycle and motorcyclist safety
- (2) Barrier and road design, construction, and maintenance practices; and
- (3) The architecture and implementation of intelligent transportation system technologies.

*Description of Duties:* The Council shall:

a. Provide advice on transportation safety issues of concern to motorcyclists consistent with the statutorily specified advising duties.

b. Provide a forum for the development, consideration, and communication of information from a