

nation.”¹ so it stands to reason that VDOT’s estimated burden would be higher than average for all State DOTs.

Comment: VDOT already develops a State AMP that covers assets beyond what is required under 23 U.S.C. 119(e) and 23 CFR part 515, and VDOT already develops a State Resilience Plan that should fulfill the requirements for extreme weather and resilience analyses now required in a Federal AMP. Requiring a Federal AMP with these analyses is an added burden and an unfunded mandate, and VDOT should be able to meet these requirements using its existing State AMP and Resilience Plan.

Response: The requirement for a State DOT to develop and implement an AMP that now must include consideration of extreme weather and resilience is statutory, and FHWA does not have the authority to waive it for any State DOT.

Comment: The funding used for these unfunded mandates would be better served to go to pavement and structure work that will then impact the network performance.

Response: The requirement for a State DOT to develop and implement an AMP that now must include consideration of extreme weather and resilience is statutory, and FHWA does not have the authority to waive it for any State DOT.

Title: Risk-Based Asset Management Plans.

Background: Under 23 U.S.C. 119(e) and implementing regulations at 23 CFR part 515, State DOTs are required to develop Risked-Based Asset Management Plans (AMP) for the National Highway System (NHS) to improve or preserve the condition of the assets on and the performance of the NHS. Each State DOT must also annually demonstrate to FHWA that it has implemented an AMP that meets the requirements of 23 U.S.C. 119(e) and 23 CFR part 515 (23 CFR 515.13(b)(2)), and each State DOT must submit its processes for the development of its AMP to FHWA for certification and recertification every four years following the year of initial certification (23 U.S.C. 119(e)(6)). Section 11105(3) of the Bipartisan Infrastructure Law (BIL) (Pub. L. 117–58) added the requirement in 23 U.S.C. 119(e)(4)(D) that risk management and lifecycle cost analyses in AMPs discuss extreme weather and resilience.

Respondents: There are 52 State DOTs that are required to submit information to demonstrate implementation of an

AMP and to recertify their processes for developing an AMP.² Of these, 17 State DOTs already conduct extreme weather and resilience analyses, so 35 State DOTs would be required to conduct extreme weather and resilience analyses.

Frequency: Annually (to demonstrate implementation of an AMP) and every 4 years (when submitting processes for the development of an AMP for recertification).

Estimated Average Burden per Response: Per State DOT, the estimated annual burden is 884 hours for the general AMP preparation, plus an additional 1,560 burden hours per State DOT that does not already perform extreme weather and resilience analyses.

Estimated Total Annual Burden Hours: Total estimated average annual burden is 100,568 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: August 16, 2024.

Jazmyne Lewis,

Information Collection Officer.

[FR Doc. 2024–18736 Filed 8–20–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA–2024–0006]

Enhanced Driver Licensing and Vehicle Registration Data Reporting Specifications for 500-Series Program Purposes

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

ACTION: Notice; Request for comments.

SUMMARY: This notice requests comments on FHWA’s forthcoming reporting specifications for licensed driver and registered vehicle data. The reporting specifications that are the subject of this notice are enhancements to the current reporting guidance. States are required to annually submit licensed driver and registered vehicle data to FHWA in accordance with specifications outlined in the Agency’s ‘Guide to Reporting Highway Statistics,’ which serves as the guiding document issued to State agencies for 500-Series Program execution purposes. These enhancements are necessary to support new and forthcoming regulatory, program and policy objectives, as well as inform Federal-aid system investment needs, analyses, and decisionmaking. The FHWA is targeting an implementation year of 2028, when States will be required to submit their data for 2027 per the new reporting guidance.

DATES: Comments must be received on or before October 21, 2024. Late-filed comments will be considered to the extent practicable.

ADDRESSES: To ensure that you do not duplicate your docket submissions, please submit comments by only one of the following means:

- *Federal eRulemaking Portal:* www.regulations.gov. This website allows the public to enter comments on any **Federal Register** notice issued by any agency. Follow the online instructions for submitting comments.
- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.
- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590 between 9:00 a.m. and 5:00 p.m., ET, Monday through Friday, except Federal holidays.

- *Instructions:* You should identify the docket number at the beginning of your comments. Late comments will be considered to the extent practicable. Note that all comments received will be posted without change to www.regulations.gov, including any personal information provided.

FOR FURTHER INFORMATION CONTACT: Ms. Allison Weber, Office of Policy & Governmental Affairs, Allison.Weber@dot.gov, office hours are from 8:00 a.m. to 4:30 p.m., ET, Monday through Friday, except Federal holidays, or Ms. Dawn Horan, Office of the Chief Counsel, Dawn.M.Horan@dot.gov, (202) 366–9615, office hours are from 8:00

¹ VDOT, Comment Letter on FHWA Information Collection; Risk-Based Asset Management Plans (July 29, 2024) at 2, <https://www.regulations.gov/comment/FHWA-2024-0043-0002>.

² The District of Columbia and Puerto Rico are considered States for the purposes of the Federal-aid highway program. See 23 U.S.C. 101(a)(28).

a.m. to 4:30 p.m., ET, Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Offices are open Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Additional information on the forthcoming changes and the related data specifications can be found on the FHWA Office of Highway Policy Information website at the following link: https://www.fhwa.dot.gov/policyinformation/data_collection_federal_register_notice.cfm.

Electronic Access

A copy of this notice, all comments received on this notice, and all background material may be viewed online at: www.regulations.gov using the docket number listed above. Electronic retrieval assistance and guidelines are also available at: www.regulations.gov. An electronic copy of this document may also be downloaded from the Office of the Federal Register's website at: www.FederalRegister.gov and the U.S. Government Publishing Office's website at: www.GovInfo.gov.

Background

The FHWA's Office of Highway Policy Information serves as the national source for highway data, providing DOT, Congress, and the transportation community with informational products in a timely manner to inform the development and implementation of decisions, policies, legislation, programs, and performance goals. Per 23 CFR 1.5 and 23 CFR 420.105(b), State departments of transportation (State DOT) must provide data that supports FHWA's responsibilities to Congress and to the public. The 500-Series Program is a series of reporting forms, designed by FHWA in consultation with the States, for State DOTs to collect data on State and local highway system funding, motor fuel distribution, licensed drivers, and registered motor vehicles. The series of reporting forms is a mechanism that State DOTs use to submit the data to FHWA and fulfill statutory obligations. The Guide to Reporting Highway Statistics serves as a reference for State DOTs to report the data required for the 500-Series Program.

The FHWA's Motor Fuel and Highway Funding Team, which manages the 500-Series Program, currently collects aggregate motor vehicle registration and licensed driver data annually from the States through FHWA-Form 561 and FHWA-Form 562.¹ The purpose is to capture a

summary of active registrations, licenses, and related information on taxation and fees. This information allows policy and decisionmakers to understand transportation fleet composition and driver population trends over time, and the related revenue yields associated with licensed driver and registered vehicle-related transactions. The FHWA utilizes this data to support Federal-aid system investment analysis and decisionmaking, and to perform roadway safety/crash and vehicle fuel economy studies. The National Highway Traffic Safety Administration and the American Association of Motor Vehicle Administrators (AAMVA) use vehicle registration data as input to determine safety grant program funding and data system user fees, respectively, to allocate to and levy against States and jurisdictions.

Discussion of Changes

Through the development and implementation of enhanced data reporting specifications, FHWA will transition to the collection of non-Personally Identifiable Information (PII), record-based, raw/unprocessed registered vehicle and licensed driver data annually from State agencies (e.g., State DOTs, Departments of Motor Vehicles (DMV)). This data collection method will help address longstanding data concerns evident in the current reported data; help obtain data at a high level of granularity needed to support various regulatory activities and research initiatives, both existing and forthcoming; facilitate States' collection of data for reporting purposes; ensure the completeness and consistency of reported data; and contribute to determinations regarding allocations of AAMVA-related program fees.

Request for Comments

Although comments may address any component of the enhanced data reporting specifications, FHWA is specifically requesting comments on the data elements to be reported by the States per the enhanced data reporting guidance. This information is published on the web page referenced under **SUPPLEMENTARY INFORMATION** section in this notice.

Shailen P. Bhatt,

Administrator, Federal Highway Administration.

[FR Doc. 2024-18640 Filed 8-20-24; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2006-25837]

Petition for Extension of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated May 20, 2024, the Charlotte Area Transit System (CATS) petitioned the Federal Railroad Administration (FRA) for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 219 (Control of Alcohol and Drug Use). The relevant Docket Number is FRA-2006-25837.

Specifically, CATS requests relief for its fixed guideway public transit Blue Line (LYNX BLE) operation that shares limited connections in a corridor with Norfolk Southern Railway's (NS) freight operations. CATS and NS share 3 highway-rail grade crossings (East Hebron Street, Sweden Road, and East 16th Street), but they "do not share any trackage or train control systems."

In support of its request, CATS states that it "has already adopted and enforces a comprehensive set of drug and alcohol policies compliant with the Federal Transit Administration's (FTA) . . . requirements for covered employees that apply to the entirety of the CATS light rail service."¹ Further, CATS states that the relief will "preserve consistency throughout the CATS System with regard to its already-existing drug and alcohol policies." Without the requested relief, CATS would be required to comply with Part 219 only at the 3 named highway-rail grade crossings. CATS asserts that "preserving the system-wide applicability of the rules rather than having a set of different regulations applicable at these three (3) locations, would avoid confusion, promote consistency and, thus, enhance safety."

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested parties desire

¹ See Petition at 8, "CATS employees are fully subject to, and CATS complies with FTA's Part 655 Requirements."

¹ <https://www.fhwa.dot.gov/eforms/mv-dl.htm>.