

email at DEDcomments@lastchancegrade.com, or via USPS letter to P.O. Box 3700, Eureka, CA 95502–3700 with Attention to Steve Croteau, Senior Environmental Scientist.

To request the Draft EIR/EIS in alternative formats or alternative language translation services, please call or leave a voicemail message with Myles Cochran, Public Information Officer, at (707) 498–4272.

ADDRESSES: The Draft EIR/EIS is available for review on the project website, www.lastchancegrade.com, and at the following locations:

- California Department of Transportation (Caltrans) District 1 Office, 1656 Union Street, Eureka, CA 95501 between 8:00 a.m. and 5:00 p.m.
- Main Library—Crescent City Branch, 190 Price Mall, Crescent City, CA 95531.

FOR FURTHER INFORMATION CONTACT: Jaime Matteoli, Project Manager, Caltrans District 1, P.O. Box 3700, Eureka, CA 95502–3700, telephone 707–498–0961, or email jaimematteoli@dot.ca.gov.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the FHWA assigned, and Caltrans assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Caltrans, as the assigned National Environmental Policy Act (NEPA) agency and CEQA lead agency, prepared a joint Draft EIR/EIS on a proposal for improvements along a portion of U.S. Highway 101 (U.S. 101) in Del Norte County, California known as “Last Chance Grade”.

Last Chance Grade is the 3.5-mile-long section of U.S. 101 (post miles [PMs] 12.7 to 16.5) located approximately 10 miles south of Crescent City. The project area is almost entirely within portions of Redwood National and State Parks.

The project would realign the highway in response to landslide and roadway failures which have caused damage for decades. The purpose of the project is to:

- Provide a more reliable connection.
- Reduce maintenance costs.
- Protect the economy, natural resources, and cultural resources.

Last Chance Grade is located in an area of geologic instability; there is a landslide complex that is approximately 3 miles long with more than 30 active landslides. This instability has required significant expenditures of tax dollars on emergency construction projects and maintenance activities to keep the highway open and safe. Between 1997 and 2021, landslide mitigation efforts, including retaining walls, drainage improvements, and roadway repairs,

cost more than \$85 million. There is no foreseeable end to such expenditures, and effects of climate change may exacerbate conditions. A long-term sustainable solution at Last Chance Grade is needed to address:

- Economic ramifications of a long-term failure and closure.
- Risk of delay/detour to traveling public.
- Increasing maintenance and emergency project costs.
- Increase in frequency and severity of large storm events caused by climate change.

Over the past several years, with input from numerous project partners, Caltrans has considered multiple alignment alternatives in seeking a long-term feasible and sustainable solution suitable for the unique geologic and natural features of the project area. As a result of these past alternatives screening processes, Caltrans has elected to move forward with the environmental review of two action alternatives. The Draft EIR/EIS evaluates either taking no action (No-Build Alternative) or proceeding with one of the two build alternatives (X and F).

Alternative X would involve reengineering and partially realigning a 1.6-mile-long section of the existing highway to minimize the risk of landslides. Main project components would include 1.6 miles of retaining walls along the roadway, an underground drainage system to help reduce landslide risk by capturing groundwater, and strategic eastward retreats from the existing roadway.

Alternative F would involve constructing a 1.1-mile-long tunnel east of the existing highway to avoid the most intense areas of known landslides and geologic instability. Main components would include a tunnel and associated portals, a bridge from the northern portal to reconnect to existing U.S. 101, and an on-site Operations and Maintenance Center (OMC) for tunnel support.

Notifications describing the proposed action and soliciting comments will be sent to the appropriate federal, state, participating agencies, tribal governments, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal.

To ensure interested parties have the opportunity to comment and provide suggestions on the full range of potential issues related to this proposed action, the Draft EIR/EIS will be available for public and agency review and comment over a 60-day circulation period, starting on December 15, 2023. Caltrans will respond in the Final EIR/EIS

(expected in winter 2025) to all the public comments received in writing during the public comment period.

Following circulation for public review and consideration of comments received, Caltrans will issue a combined Final EIR/EIS and Record of Decision document unless statutory criteria or practicability considerations preclude such issuance.

Comments or questions concerning this proposed action and the Draft EIR/EIS should be directed to Caltrans at the address indicated above (under *Further Information*).

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Antonio Johnson,

Director of Planning, Environment and Right of Way, Federal Highway Administration, California Division.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2023–0002–N–40]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, this notice announces that FRA is forwarding the Information Collection Request (ICR) summarized below to the Office of Management and Budget (OMB) for review and comment. The ICR describes the information collection and its expected burden. On October 2, 2023, FRA published a notice providing a 60-day period for public comment on the ICR. FRA received no comments in response to the notice.

DATES: Interested persons are invited to submit comments on or before January 12, 2024.

ADDRESSES: Written comments and recommendations for the proposed ICR should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find the particular ICR by selecting

“Currently under Review—Open for Public Comments” or by using the search function.

FOR FURTHER INFORMATION CONTACT: Ms. Joanne Swafford, Information Collection Clearance Officer, at email:

joanne.swafford@dot.gov or telephone: (757) 897-9908 or *arlette.mussington@dot.gov* or telephone: (571) 609-1285.

SUPPLEMENTARY INFORMATION: The PRA, 44 U.S.C. 3501-3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. On October 2, 2023, FRA published a 60-day notice in the **Federal Register** soliciting public comment on the ICR for which it is now seeking OMB approval. See 88 FR 67865. FRA received no comments related to the proposed collection of information.

Before OMB decides whether to approve the proposed collection of information, it must provide 30 days for public comment. Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b)-(c); 5 CFR 1320.12(d); see also 60 FR 44978, 44983 Aug. 29, 1995. OMB believes the 30-day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect.

Comments are invited on the following ICR regarding: (1) Whether the information collection activities are necessary for FRA to properly execute its functions, including whether the information will have practical utility; (2) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

Title: Railroad Safety Appliance Standards.

OMB Control Number: 2130-0594.

Abstract: The information collection associated with 49 CFR part 231 is used by FRA to promote and enhance the safe placement and securement of safety appliances on newly constructed rail vehicles. The regulation provides a process for railroads or car owners to submit requests for the approval of existing industry standards for safety appliance arrangements on newly constructed railroad cars, locomotives, tenders, or other rail vehicles in lieu of the specific arrangements in part 231.

Type of Request: Extension without change of a currently approved collection.

Affected Public: Businesses (Railroads).

Form(s): N/A.

Respondent Universe: 765 railroads.

Frequency of Submission: On occasion.

Total Estimated Annual Responses: 6.
Total Estimated Annual Burden: 37 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$3,179.

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.

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[DOT-OST-2023-0137]

Advisory Committee on Transportation Equity (ACTE); Notice of Public Meeting

AGENCY: Office of the Secretary, Department of Transportation.

ACTION: Notice of public meeting.

SUMMARY: DOT OST announces a meeting of ACTE, which will take place via Zoom Webinar.

DATES: The meeting will be held Friday, January 5, 2023, from 2:30 to 4:30 p.m. Eastern Time. Requests for accommodations because of a disability must be received by Friday, December 22. Requests to submit questions must be received no later than Friday, December 22. The registration form will close on Thursday, January 4.

ADDRESSES: The meeting will be held via Zoom. Those members of the public

who would like to participate virtually should go to <https://www.transportation.gov/mission/civil-rights/advisory-committee-transportation-equity-meetings-materials> to access the meeting, a detailed agenda for the entire meeting, meeting minutes, and additional information on ACTE and its activities.

FOR FURTHER INFORMATION CONTACT: Sandra Norman, Senior Advisor and Designated Federal Officer, Departmental Office of Civil Rights, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590, (804) 836-2893, ACTE@dot.gov. Any ACTE-related request or submissions should be sent via email to the point of contact listed above.

SUPPLEMENTARY INFORMATION:

Background

Purpose of the Committee

ACTE was established to provide independent advice and recommendations to the Secretary of Transportation about comprehensive, interdisciplinary issues related to civil rights and transportation equity in the planning, design, research, policy, and advocacy contexts from a variety of transportation equity practitioners and community leaders. Specifically, the Committee will provide advice and recommendations to inform the Department's efforts to:

Implement the Agency's Equity Action Plan and Strategic Plan, helping to institutionalize equity into Agency programs, policies, regulations, and activities;

Strengthen and establish partnerships with overburdened and underserved communities who have been historically underrepresented in the Department's outreach and engagement, including those in rural and urban areas;

Empower communities to have a meaningful voice in local and regional transportation decisions; and

Ensure the compliance of Federal funding recipients with civil rights laws and nondiscrimination programs, policies, regulations, and activities.

Meeting Agenda

The agenda for the meeting will consist of:

Opening remarks
ACTE Community Check-In
Brief discussion of ACTE standards
Review of Department updates
Discussion of ACTE rolling recommendations
Open discussion with the public and Committee members
Discussion on guidance for the next round of rolling recommendations