

performance issues; and improving regulatory processes related to intercity passenger rail to the benefit of the public, the communities served by passenger rail, and the environment. The Board is interested in engaging with passenger rail stakeholders including the National Railroad Passenger Corporation (Amtrak), other intercity passenger rail operators, commuter rail operators, states that fund passenger rail, freight railroads, passenger rail advocacy groups, and railway labor on these passenger rail-related issues. Each Committee meeting will better inform the Board as to passenger rail matters.

The duties of the Committee are solely advisory and will entail only the submission of non-binding advice and recommendations to the Board. No determinations of fact or policy will be made by the Committee, and the Committee will have no decision-making role or access to non-public Board information, including the Board's decision-making process or other confidential information.

Membership of the Committee

The PRAC shall consist of approximately 18 voting members who will comprise a balanced representation of individuals knowledgeable regarding passenger rail transportation, freight rail transportation, commuter rail operations, and transportation public policy. The voting membership shall include no fewer than:

- two representatives from Amtrak;
- two representatives from commuter rail operators whose operations use facilities owned and/or utilized by (i) Amtrak, (ii) other intercity passenger rail operators, or (iii) rail freight operators (for purposes of ensuring geographic diversity within PRAC's membership, these representatives cannot be from the same state as any of the state representatives described below and cannot be from the same state as each other);
- two representatives from existing intercity passenger rail operators other than Amtrak, or developers of new intercity passenger rail lines other than Amtrak;
- one representative from a state that provides funding for intercity passenger rail (for purposes of ensuring geographic diversity within PRAC's membership, this representative cannot be from the same state as any of the representatives of the commuter rail operators described above, or the representative from a state in which the intercity passenger rail stations are served only by long-distance trains described below);
- one representative from a state in which the intercity passenger rail

stations are served only by long-distance trains, *i.e.*, passenger trains serving the entirety of routes of more than 750 miles between endpoints (for purposes of ensuring geographic diversity within PRAC's membership, this representative cannot be from the same state as any of the representatives of the commuter rail operators described above or the representative from the state that provides funding for intercity passenger rail described above);

- two representatives from Class I freight railroads;
- one representative from a Class II or Class III freight railroad;
- one representative from an organized rail labor association;
- two representatives from rail passenger advocacy organizations;
- one representative from a rail shipper or customer advocacy organization or an individual shipper or customer; and
- three at-large representatives with relevant experience (including, but not limited to, individuals involved in the design or construction of passenger rail equipment or infrastructure, in the provision of passenger rail analytic or consulting services, in transportation planning, or in transportation-related public policy work).

All voting members of the Committee shall serve on the Committee in a representative capacity on behalf of their respective industry or stakeholder group. The Members of the Board shall serve as *ex officio* (non-voting) members. The Chair of the Board may also invite representatives from the U.S. Department of Transportation to serve on the PRAC in an advisory capacity. These federal governmental representatives will serve as *ex officio* (non-voting) members.

The PRAC will meet at least twice a year, and meetings will be open to the public, consistent with the Government in the Sunshine Act, Public Law 94 409 (1976). Information about the PRAC will be posted on the Board's website at: <https://www.stb.gov/resources/stakeholder-committees/prac/>.

Authority: 49 U.S.C. 1321; 49 U.S.C. 24101.

Decided: November 6, 2023.

By the Board, Board Members Fuchs, Hedlund, Oberman, Primus, and Schultz.

Kenyatta Clay,
Clearance Clerk.

[FR Doc. 2023-24944 Filed 11-9-23; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2021-1138]

Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: Computerized Neurocognitive Tests for Aeromedical Safety

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 for a new information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on December 16, 2021. The collection involves in-person sessions between researchers and certified pilots. Computerized neurocognitive tests are a non-invasive way to measure cognitive function (*e.g.*, attention, working memory, information processing speed, reaction time) and are used as part of the FAA's overall aeromedical physical exam process to determine if a pilot is safe to operate an aircraft within the National Airspace System (NAS). Neurocognitive tests are required only for pilots with certain medical conditions associated with aeromedically significant cognitive impairments (*i.e.*, not all pilots are tested). The FAA needs to ensure that the tests and data used to maintain the safety of the NAS are based on the most current scientific knowledge. The purpose of this IC effort is to obtain updated pilot normative data for the neurocognitive tests under consideration. The information collection (IC) effort will be used to potentially revise the FAA's *Aviation Medical Examiners (AME) Guide*, update clinical practices, and assure aeromedical safety. Information will be collected from representative pilots across the United States, who will complete two different 1-hour neurocognitive tests. Total IC effort/time per person will be approximately four hours (*i.e.*, to include check-in processing, informed consent, neurocognitive test-taking, rest breaks, and participant debrief).

DATES: Written comments should be submitted by December 13, 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. 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: Susan M. Jay, Ph.D. by email at: susan.m.jay@faa.gov; phone: (405) 954–5500.

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–XXXX.

Title: Computerized Neurocognitive Tests for Aeromedical Safety.

Form Numbers: n/a.

Type of Review: New information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on December 16, 2021 (86 FR 239). The FAA received no comments. The FAA’s mission and vision is to provide the safest, most efficient aerospace system in the world as new users and technologies integrate into the system. Computerized neurocognitive tests are a non-invasive way to measure cognitive function (e.g., attention, working memory, information processing speed, reaction time). Neurocognitive tests are used as part of the FAA’s overall aeromedical physical exam process to determine if a pilot is safe to operate an aircraft within the NAS. Neurocognitive tests are required only for pilots and with certain medical conditions associated with aeromedically significant cognitive impairments (i.e., not all pilots). The FAA needs to ensure that the tests and data used to maintain the safety of the NAS based on the most current scientific knowledge. The purpose of this IC effort is to obtain updated pilot normative data for the current test and alternative neurocognitive tests under consideration. The IC effort will be used to potentially revise the FAA’s *AME Guide*, update clinical practices, and assure aeromedical safety.

Respondents: 1,000 respondents.

Frequency: One-time collection.

Estimated Average Burden per Response: 4 hours burden per respondent-response.

Estimated Total Annual Burden: 4,000 hours total burden.

Issued in Oklahoma City, Oklahoma, on November 7, 2023.

Susan M. Jay,

Research Physiologist, Aviation Safety, Civil Aerospace Medical Institute (CAMI), Federal Aviation Administration.

[FR Doc. 2023–24938 Filed 11–9–23; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2022–0013]

Revision of Stewardship and Oversight Agreement Template

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

ACTION: Notice.

SUMMARY: This final notice announces the availability of a revised Stewardship and Oversight (S&O) Agreement template. The S&O Agreement defines the roles and responsibilities of FHWA and each State department of transportation (State DOT) with respect to project approvals and related responsibilities under title 23, United States Code (U.S.C.), and title 23, Code of Federal Regulations (CFR), and documents methods that will be used for Federal-aid Highway Program (FAHP) oversight activities. This template will be used by each of the 52 FHWA Division Offices and their respective State DOTs to develop and execute a new S&O Agreement within 1 year of the date this notice is published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: For questions about this notice, please contact Mr. Steve Mills, Office of Infrastructure, (502) 682–3534, or via email at Steve.Mills@dot.gov. For legal questions, please contact Mr. David Serody, FHWA Office of Chief Counsel, (202) 366–4241, or via email at David.Serody@dot.gov. Office hours for FHWA are from 8:00 a.m. to 4:30 p.m. ET, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

In enacting 23 U.S.C. 106(c), as amended, Congress established authority for States to enter into agreements with FHWA under which the States carry out certain project

responsibilities traditionally handled by FHWA. Congress also recognized the importance of a risk-based approach to FHWA oversight of the FAHP by establishing requirements in 23 U.S.C. 106(g). The S&O Agreement is a key element of FHWA’s risk-based S&O approach. The S&O Agreements are formal instruments executed between each FHWA Division Office and its corresponding State DOT. The S&O Agreement defines the roles and responsibilities of FHWA and the State DOT with respect to title 23, U.S.C. project approvals and related responsibilities, and documents methods that will be used for FAHP oversight activities.

In response to DOT Office of Inspector General (OIG) recommendations,¹ FHWA revised its national S&O procedures to require use of a uniform template for developing an S&O Agreement. In 2015, FHWA issued the template currently in use. Each of the 52 FHWA Division Offices and their respective State DOTs executed a new S&O Agreement based on the 2015 S&O Agreement template.

The FHWA began initiating updates to the 2015 S&O Agreement template due to changes to applicable statutes and regulations and after identifying improvements to the template. In addition, section 11307 of the Bipartisan Infrastructure Law (BIL) (Pub. L. 117–58) directed the Secretary of Transportation to publish a template created by the Secretary for Federal-State S&O Agreements in the **Federal Register** along with a notice requesting public comment on ways to improve the template. In accordance with this requirement, FHWA published a notice and request for comments regarding FHWA’s revised S&O Agreement template on December 21, 2022, at 87 FR 78193.

Section 11307(c)(1) of BIL requires FHWA to consider comments received in response to the **Federal Register** notice and publish a notice in the **Federal Register** that (A) describes any proposed changes to be made to the template, and any alternatives to such changes; (B) addresses comments in response to which changes were not made to the template; and (C) prescribes a schedule and a plan to execute a process for implementing the changes to the template. In accordance with section 11307(c)(3) of BIL, FHWA will modify the template as stated in this notice and will update existing agreements with

¹ “Improvements to Stewardship and Oversight Agreements Are Needed to Enhance Federal-aid Highway Program Management,” OIG, DOT, Report Number MH–2013–001 (October 1, 2012), available at: <https://www.oig.dot.gov/library-item/28742>.