

They can also view their final data through AEP once the process is complete.

Frequency: Annually.

Estimated Average Burden per Response: 1.0 hours per respondent.

Estimated Total Annual Burden: On average, approximately 70 respondents submit an annual response. The cumulative total annual burden is estimated to be 70 hours.

Issued in Washington, DC, on December 20, 2023.

Luis Loarte,

Senior Airport Planner, Office of Airports/Airport Planning and Environmental Division.

[FR Doc. 2024-01931 Filed 1-30-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2023-2309; Summary Notice No. 2024-03]

Petition for Exemption; Summary of Petition Received; GE Aerospace

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before February 20, 2024.

ADDRESSES: Send comments identified by docket number FAA-2023-2309 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey

Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at 202-493-2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Philip Haberlen, AIR-625, Federal Aviation Administration, phone (781) 238-7770, email Philip.Haberlen@faa.gov.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on January 25, 2024.

Daniel J. Commins,

Manager, Integration and Performance.

PETITION FOR EXEMPTION

Docket No.: FAA-2023-2309.

Petitioner: GE Aerospace.

Section(s) of 14 CFR Affected: § 33.68(e).

Description of Relief Sought: GE Aerospace, is seeking relief from 14 CFR 33.68 (e), which requires Appendix D measurements to demonstrate acceptable engine operation throughout the airplane flight envelope and the convective cloud ice crystal icing envelope. Specifically, GE Aerospace is proposing to use the Aviation Rulemaking Advisory Committee's Ice Crystal Icing Working Group draft report dated October 18, 2023, in lieu of using Appendix D to part 33 (Amendment 33-34) to demonstrate acceptable engine operation throughout the aircraft flight envelope and the convective cloud ice crystal icing envelope on its GE Catalyst 1300-CS1A engine.

[FR Doc. 2024-01835 Filed 1-30-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[4910-RY]

Final Environmental Impact Statement and Record of Decision for the Earthquake Ready Burnside Bridge Project

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: The FHWA is issuing this notice to advise other Federal, State, and local agencies, Tribes, and the public that a combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) have been prepared in accordance with the National Environmental Policy Act for the Earthquake Ready Burnside Bridge (EQRBB) Project to create a seismically resilient Burnside Street lifeline route crossing of the Willamette River in Portland, Oregon.

FOR FURTHER INFORMATION CONTACT:

Keith Lynch, Division Administrator, Federal Highway Administration, 530 Center Street NE, Suite 420, Salem, OR 97301; *Telephone:* (503) 316-2540. Thomas Parker, Environmental Program Manager, Federal Highway Administration, 530 Center Street NE, Suite 420, Salem, OR 97301; *Telephone:* (503) 316-2549.

SUPPLEMENTARY INFORMATION: The FHWA, the Oregon Department of Transportation (ODOT), and Multnomah County (County) propose to undertake the seismic improvement of the Burnside Bridge over the Willamette River in Portland, Oregon. Federal cooperating agencies in the preparation of the FEIS and ROD include the National Oceanic and Atmospheric Administration National Marine Fisheries Service, U.S. Army Corps of Engineers, and the U.S. Coast Guard.

The EQRBB Draft Environmental Impact Statement (EIS) included a No-Build Alternative and four build alternatives. It identified one build alternative (the Long-span Alternative) as the Preferred Alternative. Following the issuance of the Draft EIS, additional cost and funding analysis identified a substantial risk that the construction costs of any of the build alternatives would exceed \$1 billion. The Selected Alternative is anticipated to cost between \$830 to \$915 million. This risk led the County to direct the project team to identify and evaluate ways to reduce the Project's construction costs while still meeting the Project's purpose and need and striving to achieve the other

advantages of the Draft EIS Preferred Alternative. The Refined Long-span Alternative, which addressed that directive and was evaluated in the SDEIS, was identified as the Preferred Alternative in the SDEIS that was made available for public review and comment. The public was able to view and comment on the SDEIS for a period of 45 days from April 29 to June 13, 2022. The SDEIS NOA was published in the **Federal Register** on April 29, 2022. Multnomah County held live SDEIS Public Hearing testimony on June 8, 2022.

(Authority: 42 U.S.C. 4321 *et seq.*; 23 U.S.C. 139)

Issued on: January 25, 2024.

Keith Lynch,

FHWA Division Administrator, Salem, OR.

[FR Doc. 2024-01830 Filed 1-30-24; 8:45 am]

BILLING CODE 4910-RY-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket No. FTA 2022-0038]

Notice of Availability: Joint Development Circular C 7050.1C and Response to Comments

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

ACTION: Notice of availability: Joint Development Circular C 7050.1C and response to comments.

SUMMARY: The Federal Transit Administration (FTA) is issuing a new Circular 7050.1C to address joint development projects using FTA funds or FTA-funded property. The purpose of these changes is to incorporate changes made by the Bipartisan Infrastructure Law (BIL), implemented as the Infrastructure Investment and Jobs Act, that amended the definition of a “capital project.”

DATES: The applicable date of these changes is January 31, 2024.

ADDRESSES: One may view the comments at docket number FTA-2022-0038 For access to the docket, please visit <https://www.regulations.gov> or the Docket Operations office located in the West Building of the United States Department of Transportation, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. Monday through Friday.

FOR FURTHER INFORMATION CONTACT: For policy guidance questions, contact Stacy Weisfeld, Office of Budget and Policy, Federal Transit Administration, 1200 New Jersey Ave. SE, Room E52-316,

Washington, DC 20590, phone: (202) 366-6166, or email: stacy.weisfeld@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Introduction

This notice announces the availability of Joint Development Circular 7050.1C, which replaces Circular 7050.1B. This notice also responds to comments received on the proposed changes that were announced in a notice published in the **Federal Register** on January 30, 2023 (88 FR 5957). The Circular itself is not included in this notice; instead, an electronic version may be viewed on FTA’s website at: <https://www.transit.dot.gov/JointDevelopment>.

Sec. 30001 of the Bipartisan Infrastructure Law (Pub. L. 117-58) amended Section 5302 of title 49, United States Code, by adding section 5302(4)(G)(vi)(XV); revising section 5302(4)(G)(iv); and reordering Sections 5302(4)(G)(i-vi).

Section 5302(4)(G)(vi)(XV) added “technology to fuel a zero-emission vehicle” as an eligible joint development improvement under the definition of a “capital project.” Accordingly, Joint Development Circular 7050.1C adds “technology to fuel a zero-emission vehicle” as an eligible joint development improvement under FTA programs. Recipients of assistance for these improvements must collect fees for the use of the charging facilities unless exceptions apply.

Section 5302(4)(G)(iv) provides that “if equipment to fuel privately owned zero-emission passenger vehicles is installed, the recipient of assistance shall collect fees from users of the equipment in order to recover the costs of construction, maintenance, and operation of the equipment.” Accordingly, this language is addressed in the Joint Development Circular on pages III-7 and VI-4—VI-5, with the following clarifying conditions: “The recipient of assistance shall be required to collect fees from usage only if the equipment is used primarily by privately-owned passenger vehicles. Fee collection may also be waived if the recipient demonstrates in the joint development application that the cost to install a fee collection system is more than the recipient anticipates collecting from users of the equipment. The method of fee collection in all circumstances is at the discretion of the site host (the owner or occupant of land on which the charging station is built) and/or recipient of FTA assistance. Electricity costs are considered operating costs and would, therefore,

fall under the fee collection requirements.”

II. Response to Public Comments

FTA received submissions from three commenters in response to the **Federal Register** notice. The following is a summary of the comments received, FTA’s responses, and the clarifications included in the final guidance.

Comment: One commenter requested clarification if Zero Emission Vehicle (ZEV) fees are considered program income.

Response: Yes, ZEV fees collected under this provision shall be considered program income.

Comment: A transit agency requested clarification whether recipients are required to charge for the use of fueling equipment that is constructed, operated, and maintained with funds other than FTA funds; in other words, are recipients required to charge for the use of fueling equipment if there are no FTA-assisted construction, maintenance, or operation costs to recover; or if the equipment is not owned or operated by the recipient.

Response: Circular 7050.1C provides on pages III-7 and VI-5 that recipients are not required to charge for the use of fueling equipment if no FTA funds are used to construct, operate, or maintain the equipment and the equipment is not owned or operated by the recipient. Though not required, recipients may negotiate for any fees charged to be shared as part of the joint development agreement.

Comment: The transit agency also asked FTA to clarify whether collection of the required fees by the owner and/or operator of the fueling equipment is sufficient or if such fees need to be passed through to the project sponsors.

Response: Recipients are not required to charge for the use of fueling equipment that they do not own or operate. Though not required, recipients may negotiate for any fees charged to be shared as part of the joint development agreement.

Comment: The transit agency commented that the term “site host” was undefined.

Response: FTA is clarifying in Circular 7050.1C that a site host is the owner or occupant of land on which the charging station is built.

Comment: The transit agency also requested clarification as to whether the owner/operator of the fueling equipment possesses the discretion to determine the method of fee collection.

Response: In instances where the recipient partners with another entity in constructing, operating, or maintaining the charging equipment and is required