

methodology did not prescribe how projects located in “maintenance” areas would be rated. To address this gap, FTA’s proposal would specify that projects located in “maintenance” areas would receive a “High” rating. “Maintenance” areas are geographic areas designated previously as “nonattainment” for a particular pollutant that have since met air quality standards but are still subject to requirements in their Maintenance Plan and transportation conformity. Assigning a “High” rating to projects in maintenance areas for the transportation-related criteria pollutants would further the goals of the transportation conformity requirements under Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) to ensure Federally funded or approved public transportation activities are consistent with (“conform to”) the purpose of the State air quality implementation plan.

This proposed methodology would replace the complex and burdensome calculation of environmental benefits FTA has utilized since 2013, which uses vehicle miles traveled (VMT) to estimate each project’s effect on air quality, energy use, greenhouse gas emissions, and safety, and then monetizes those changes based on standard factors. When FTA adopted the VMT-based environmental benefits measure in 2013, FTA recognized it may be necessary in the future to update the methodology as new information and research became available. (78 FR 1992, at 2001). After several years of experience with the measure, FTA has determined the VMT-based calculation adds unnecessary burden and complexity to the evaluation process for project sponsors and FTA. This determination was also informed by several comments received on FTA’s April 2024 proposed CIG policy guidance (89 FR 24086). These comments requested FTA to simplify the environmental benefits calculation and consider replacing it with an automatic ratings process.

FTA has determined the change to the environmental benefits methodology would not have a substantial impact on overall project ratings. FTA believes the proposed change would achieve an appropriate balance between reducing regulatory burden and maintaining sufficient analytic rigor within the CIG project evaluation and rating process. FTA is proposing to remove references to the VMT-based calculation of environmental benefits, as well as related appendices and citations, throughout the CIG policy guidance. These are merely conforming changes.

In addition, FTA is proposing this change consistent with the direction in E.O. 14154, Unleashing American Energy, which was signed by the President on January 20, 2025; OIRA’s Guidance Implementing Section 6 of Executive Order 14154, Entitled “Unleashing American Energy,” which was signed on May 5, 2025 (OIRA’s Guidance); and DOT Order 2100.7, “Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities.” Under the current CIG policy guidance, FTA directs project sponsors to monetize the change in greenhouse gas emissions based on the mid-range estimate of the social cost of carbon from the Interagency Working Group (IWG) Technical Support Document of February 2021. Section 6(b) of E.O. 14154 withdraws the guidance issued by the IWG, including the Technical Support Document, as it is no longer representative of governmental policy. Section 6(c) of E.O. 14154 and DOT Order 2100.7 also state the “calculation of the ‘social cost of carbon’ is marked by logical deficiencies, a poor basis in empirical science, politicization, and the absence of a foundation in legislation.” Further, OIRA’s implementing guidance limits the social cost of carbon to uses where it is statutorily required and directs agencies to remove its consideration from discretionary regulatory language “as quickly as feasible.” Complying with E.O. 14145 and OIRA’s Guidance, and based on the aforementioned rationale, FTA is proposing to revise its approach to calculating the environmental benefits measure, as directed in the CIG Policy Guidance, to align with statutory requirements.

#### *Access to Essential Services*

With respect to the Land Use criterion, FTA is proposing to remove the requirement to analyze urgent care centers from the evaluation of access to essential services. FTA’s December 2024 CIG policy guidance instructs project sponsors to use data from the Department of Homeland Security’s (DHS) Homeland Infrastructure Foundational-Level Data (HIFLD) website to evaluate access to essential services, including data on urgent care centers. FTA has since learned the HIFLD website no longer provides data on urgent care centers, making it impossible for project sponsors to examine such data. Accordingly, FTA proposes to remove urgent care centers from the requirement. FTA is not proposing any other changes to the access to essential services requirement.

#### *Other Changes*

FTA is proposing other minor, technical changes to the CIG policy guidance to eliminate references to Executive Orders and other documents rescinded pursuant to E.O. 14148, Initial Rescissions of Harmful Executive Orders and Actions (January 20, 2025); E.O. 14154, Unleashing American Energy (January 20, 2025); and E.O. 14151, Ending Radical and Wasteful Government DEI Programs and Preferencing.

*Authority:* 49 CFR 1.91.

**Marcus J. Molinaro,**

*Administrator.*

[FR Doc. 2025–15794 Filed 8–18–25; 8:45 am]

**BILLING CODE 4910–57–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Maritime Administration**

**[Docket Number USCG–2005–22611]**

#### **Deepwater Port License: Amendment of the Neptune LNG LLC Deepwater Port License and Temporary Suspension of Operations at the Neptune LNG Deepwater Port**

**AGENCY:** Maritime Administration, U.S. Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** The Maritime Administration (MARAD) provides notice of its decision to approve the request of Neptune LNG LLC (Neptune) to extend the suspension of port operations at the Neptune Deepwater Port (Neptune Port) and its amending of the Neptune Deepwater Port License (License) to that effect.

**DATES:** The suspension of operations at Neptune Port is extended until December 31, 2027.

**ADDRESSES:** DOT’s Docket Management Facility maintains the public docket for this project. The docket may be viewed electronically at <http://www.regulations.gov> under docket number USCG–2005–22611.

**FOR FURTHER INFORMATION CONTACT:** Linden Houston, Transportation Specialist, MARAD’s Office of Deepwater Port Licensing & Port Conveyance via telephone at (202) 366–4839 or email at [Deepwater.Ports@dot.gov](mailto:Deepwater.Ports@dot.gov).

**SUPPLEMENTARY INFORMATION:** On December 12, 2024, MARAD received a written request from Neptune for authorization to extend the suspension of the Neptune Port operation, located approximately 22 miles northeast of Boston, Massachusetts. In the request, Neptune indicated that the continued

suspension of operations remains necessary as Neptune evaluates the decommissioning process. Neptune requested MARAD's authorization to formally extend the suspension of port operations until December 31, 2027.

Pursuant to 33 U.S.C. 1503(b)(2), the Secretary of Transportation (Secretary) may, on petition of a licensee, amend a deepwater port license issued under the Deepwater Port Act of 1974, as amended. By delegation of the Secretary, MARAD has determined that the amendment of the license is consistent with the requirements of 33 U.S.C. Chapter 29 and has authorized amendment of the license to provide an additional suspension of port operations. The amendment applies only to Articles 2, 6, and 19 of the license. All other terms, conditions, and obligations of the license will remain in effect during and after the suspension period. The suspension period will expire on December 31, 2027.

In order to resume operations prior to the expiration of the suspension period, Neptune must petition MARAD for approval to resume port operations. The petition must be submitted at least six months before the proposed restart date and certify that Neptune receives all applicable Federal and State permits, approvals, and authorizations. Should Neptune request an extension of the suspension period, such request must be submitted to MARAD no less than one hundred eighty calendar days before the expiration date of the suspension period. Thereafter, MARAD will evaluate, in consultation with the relevant Federal agencies, the appropriateness of such an extension. The final determination on any extension will be rendered by the Maritime Administrator or a designee acting on behalf of the Maritime Administrator.

Additional information pertaining to this public notice may be found in the public docket regarding the Neptune Deepwater Port License online at [www.regulations.gov](http://www.regulations.gov), under docket number USCG-2005-22611 (see **ADDRESSES**).

(Authority: 33 U.S.C. 1501, *et seq.*; 49 CFR 1.93(h))

By Order of the Maritime Administration.  
**T. Mitchell Hudson, Jr.,**  
*Secretary, Maritime Administration.*  
[FR Doc. 2025-15808 Filed 8-18-25; 8:45 am]  
**BILLING CODE 4910-81-P**

## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### **Agency Collection Activities; Requesting Comments on Form 5306 Application for Approval of Prototype or Employer Sponsored Individual Retirement Account**

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Notice of information collection; request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, the IRS is inviting comments on the information collection request outlined in this notice.

**DATES:** Written comments should be received on or before October 20, 2025 to be assured of consideration.

**ADDRESSES:** Direct all written comments to Andres Garcia, Internal Revenue Service, Room 6526, 1111 Constitution Avenue NW, Washington, DC 20224, or by email to [pra.comments@irs.gov](mailto:pra.comments@irs.gov). Include OMB Control No. 1545-0390 in the subject line of the message.

**FOR FURTHER INFORMATION CONTACT:** Requests for additional information or copies of this collection should be directed to Jason Schoonmaker, (801) 620-2128.

**SUPPLEMENTARY INFORMATION:** The IRS, in accordance with the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3506(c)(2)(A)), provides the general public and Federal agencies with an opportunity to comment on proposed, revised, and continuing collections of information. This helps the IRS assess the impact and minimize the burden of its information collection requirements. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record.

Comments are invited on: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide information.

**Title:** Form 5306 Application for Approval of Prototype or Employer Sponsored Individual Retirement Account.

**OMB Number:** 1545-0390.

**Form Number:** 5306.

**Abstract:** This application is used by employers who want to establish an individual retirement account trust to be used by their employees. The application is also used by banks and insurance companies that want to establish approved prototype individual retirement accounts or annuities. The data collected is used to determine if the individual retirement account trust or annuity contract meets the requirements of Code section 408(a), 408(b), or 408(c) so that the IRS may issue an approval letter.

**Current Actions:** There is no change to the paperwork burden previously approved by OMB.

**Type of Review:** Extension of a currently approved collection.

**Affected Public:** Business and other for-profit organizations.

**Estimated Number of Respondents:** 600.

**Estimated Time per Respondent:** 13 hours, 44 minutes.

**Estimated Total Annual Burden Hours:** 8,244.

Dated: August 14, 2025.

**Jason M. Schoonmaker,**  
*Tax Analyst.*

[FR Doc. 2025-15713 Filed 8-18-25; 8:45 am]

**BILLING CODE 4830-01-P**