

REPORTING BURDEN—Continued

CFR section	Respondent universe	Total annual responses (A)	Average time per response (hours) (B)	Total annual burden (hours) (C = A * B)	Wage rate ³ (D)	Total cost equivalent U.S.D. (E = C * D)
—(b) Record of prompt specimen collection time limitation exceeded.	654 railroads, 160,822 regulated employees.	17	15 minutes	4.25	89.13	378.81
219.501 <i>Pre-employment drug testing:</i>						
—(b) Railroad documentation of negative pre-employment drug tests for employees of contractors.	654 railroads, 64,000 contractor employees.	6,400	30 seconds	53.33	89.13	4,753.31
219.605 <i>Submission and approval of random testing plans:</i>						
—(a)(1) New railroads' submission of random testing plan.	12 railroads	12	1 hour	12.00	89.13	1,069.56
—(a)(2) Amendments to currently-approved FRA random testing plan.	654 railroads, 160,822 regulated employees.	450	1 hour	450.00	89.13	40,108.50
—(b) Plan approval notification—Resubmitted random testing plans after non-approval by FRA.	654 railroads, 160,822 regulated employees.	56	30 minutes	28.00	89.13	2,495.64
—(d)(2) Non-substantive amendment to an approved plan.	654 railroads, 160,822 regulated employees.	300	15 minutes	75.00	89.13	6,684.75
219.615 <i>Random testing collections:</i>						
—(f) Documentation of incomplete random testing collections.	654 railroads, 160,822 regulated employees.	2,250	30 seconds	18.75	89.13	1,671.19
219.617 <i>Participation in random alcohol and drug testing:</i>						
—(a)(3) Documentation supporting employee exclusion from random alcohol/drug testing due to a substantiated medical emergency.	654 railroads, 160,822 regulated employees.	6	1 hour	6	89.13	534.78
219.623 <i>Records:</i>						
—(a) Random testing records	654 railroads, 160,822 regulated employees.	48,977	1 minute	816.28	89.13	72,755.04
219.1001 <i>Requirement for referral programs:</i>						
—Co-worker referral of employee who is unsafe to work or in violation of part 219.	654 railroads, 160,822 regulated employees.	24	5 minutes	2	89.13	178.26
Total ⁵	654 railroads, 160,822 regulated employees, 2,600 regulated contractors.	456,302	N/A	2,674	238,317

Estimated Annual Responses:
456,302.

Total Estimated Annual Burden:
2,674 Hours.

Total Estimated Burden Hour Dollar Cost Equivalent: \$238,317.

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,
Deputy Chief Counsel.

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2019–0224; Notice No. 2025–0001]

Hazardous Materials: Notice of Public Meetings in 2025 for International Standards on the Transport of Dangerous Goods

AGENCY: Pipeline and Hazardous Materials Safety Administration, Office of Hazardous Materials Safety, U.S. Department of Transportation.

ACTION: Notice of 2025 public meetings.

SUMMARY: This notice announces that the Pipeline and Hazardous Materials Safety Administration (PHMSA) Office of Hazardous Materials Safety (OHMS) will host four public meetings during 2025 in advance of certain international meetings. The first meeting will be held in preparation of the International Civil Aviation Organization's (ICAO) Dangerous Goods Panel (DGP) Working Group 25 (WG/25) scheduled for April 21–25, 2025 in Delhi, India. The second meeting will be held in preparation of the 66th session of the United Nations Sub-Committee of Experts on the

Transport of Dangerous Goods (UNSCOE TDG) scheduled for June 30–July 4, 2025 in Geneva, Switzerland. The third meeting will be held in preparation of the 30th session of the ICAO DGP (DGP/30) scheduled for October 6–10, 2025 in Montreal, Canada. The fourth meeting will be held in preparation of the 67th session of the UNSCOE TDG scheduled for November 24–December 3, 2024 in Geneva, Switzerland. For each of these meetings, PHMSA will solicit public input on current proposals.

ADDRESSES: Each public meeting will take place approximately two weeks preceding the international meeting at DOT Headquarters, West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001. A remote participation option will also be available. Specific information for each meeting will be posted when available on the PHMSA website at www.phmsa.dot.gov/international-program/international-program-overview under “Upcoming Events.” This information will include the public meeting date, time, remote access login, conference dial-in number, and details for advance registration.

FOR FURTHER INFORMATION CONTACT: Steven Webb or Aaron Wiener, U.S.

⁴ The burden for this section is based on the estimated time it takes for a railroad representative to make a good faith determination using FRA's Post-Accident Determination App. FRA developed this app to help railroads make correct post-accident toxicological testing determinations and has made it available to download for free. See <https://railroads.dot.gov/railroad-safety/divisions/drug-and-alcohol/post-accident-determination-app>.

⁵ Totals may not add up due to rounding.

Department of Transportation Pipeline and Hazardous Materials Safety Administration, by phone at 202–366–8553.

SUPPLEMENTARY INFORMATION: The purpose of PHMSA's public meetings held in advance of certain international meetings is to allow the public to give input on the current proposals being considered by the international standards setting bodies.

The 66th and 67th sessions of UNSCOE TDG will represent the first round of meetings scheduled for the 2025–2026 biennium. UNSCOE TDG will consider proposals for the 25th Revised Edition of the *United Nations Recommendations on the Transport of Dangerous Goods: Model Regulations* (Model Regulations), which may be implemented into relevant domestic, regional, and international regulations starting January 1, 2029. Copies of working documents, informal documents, the agenda, and the post-meeting final report may be obtained from the United Nations Transport Division's website at www.unece.org/trans/danger.html.

ICAO DGP–WG/25 and DGP/30 meetings represent the second and final round of meetings of the 2024–2025 biennium. ICAO DGP will consider proposals for the 2027–2028 edition of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284). Copies of working papers, information papers, the agenda, and the post-meeting final report may be obtained from the ICAO DGP website at www.icao.int/safety/DangerousGoods/Pages/DGPM Meetings.aspx.

Signed in Washington, DC, on March 7, 2025.

William S. Schoonover,

Associate Administrator for Hazardous Materials Safety, Pipeline and Hazardous Materials Safety Administration.

[FR Doc. 2025–03912 Filed 3–11–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

[Docket No. DOT–OST–2024–0132]

Notice of Proposed Agency Information Collection Activities; Modification of Existing Information Collection

AGENCY: Office of the Secretary, Department of Transportation.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information

Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comments. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published November 26, 2024, and the comment period ended January 27, 2025. No comments were received during the open period.

DATES: Written comments should be submitted directly to the OMB by April 11, 2025.

ADDRESSES: Written comments should be submitted to the attention of the DOT/OST Desk Officer, Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW, Washington, DC 20503 or by email at OIRA_submission@omb.eop.gov with the associated OMB Control Number 2105–0569.

SUPPLEMENTARY INFORMATION:

OMB Approval No.: 2105–0569.

Title: Letter of Interest and Application Forms for the Railroad Rehabilitation and Improvement Financing and Transportation Infrastructure Financing and Innovation Act Credit Programs.

Type of Review: Modification of existing information collection.

Background: This notice makes a technical correction to the previous notice, 90 FR 11459, published on March 6, 2025.

The Railroad Rehabilitation and Improvement Financing (RRIF) credit program has its origins in Title V of the Railroad Revitalization and Regulatory Reform Act of 1976, 45 U.S.C. 821 *et seq.*, which authorized the Federal Railroad Administration to provide railroads certain financial assistance. This Title V financing program was replaced by the RRIF program under section 7203 of the Transportation Equity Act for the 21st Century of 1998, Public Law 105–178 (1998) (TEA 21). RRIF was subsequently amended by: the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Public Law 109–59 (2005) (SAFETEA–LU); the Rail Safety Improvement Act of 2008, Division A of Public Law 110–432; the Fixing America's Surface Transportation Act, Public Law 114–94 (2015) (FAST Act); and the Infrastructure Investment and Jobs Act, Public Law 117–58 (2021) (IIJA). All applicants for RRIF credit program assistance are required to submit a completed application. 49 U.S.C. 22403(a). The information collection activity request for the RRIF credit program letter of interest and

application was most recently approved in 2021 (OMB Control Number 2105–0569). See 86 FR 33475 and 86 FR 51717.

The Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) was enacted as part of TEA 21. The TIFIA program was subsequently amended by SAFETEA–LU, the Moving Ahead for Progress in the 21st Century Act (Pub. L. 112–141) (2012) (MAP–21), the FAST Act, and the IIJA. All applicants for TIFIA credit program assistance are required to submit a completed letter of interest (LOI) and application. 23 U.S.C. 602(a)(1)(A). The existing information collection activity request for the TIFIA credit program letter of interest and application was most recently approved in 2021 (OMB Control Number 2105–0569). See 86 FR 33475 and 86 FR 51717.

The National Surface Transportation and Innovative Finance Bureau (referenced hereafter as the Build America Bureau or the Bureau), established by the Secretary on July 20, 2016, in accordance with the FAST Act, was created to streamline and improve access to the Department's Federal credit programs, including the RRIF and TIFIA programs. The Bureau was made responsible for administering the application processes for the TIFIA and RRIF credit programs. To streamline and conform these application processes, the Bureau created a single LOI form and a single application form that can be used by applicants of either credit program. Both the LOI form and the application form have been updated to reflect efficiencies in the application process adopted by the Department, provide clarifying information, and make the forms easier for applicants to use. The Department seeks OMB approval to modify the LOI and application. The forms have also been reviewed to ensure that all information requested is necessary for the Department to properly perform its functions in administering its credit programs and updated to reflect the current statutory requirements.

The LOI asks the applicant to describe, among other things, the project and its location, purpose and cost; the proposed financial plan, the status of environmental review, and certain information regarding satisfaction of other eligibility requirements under the applicable credit program. The application serves as the official request for credit and, therefore, requires the same information required of the LOI, plus detailed information about the applicant's legal and management structure, its financial health, the revenue stream pledged to repay the