

and the day after (November 24 and 25, 2022) and from Saturday, December 24, 2022, through January 7, 2023. These periods effectively are automatically waived and treated as operated for usage purposes and may assist carriers in planning schedules and usage rates.

#### Decision

The FAA's current, limited COVID-19 related relief policies for international flights at the slot-controlled and Level 2 airports during the Summer 2022 scheduling season will expire as planned on October 29, 2022.<sup>12</sup> The FAA will rely on existing standards<sup>13</sup> to determine whether relief from usage rules and procedures is warranted on an individual carrier basis.

The FAA anticipates there will be a limited number of carrier requests for relief in Winter 2022/2023 based on foreign government-imposed travel restrictions or highly restrictive temporary limitations on flights. The FAA will work closely with OST on any such requests to determine appropriate action based on the circumstances and factors such as reciprocal treatment for U.S. carriers.

Carriers requesting relief from minimum usage requirements or similar relief for runway timings at the FAA-designated Level 2 airports should submit a petition to the FAA Slot Administration Office at 7-awa-slotadmin@faa.gov.

Issued in Washington, DC, on October 26, 2022.

**Alyce Hood-Fleming,**

*Acting Vice President, System Operations Services.*

**Marc A. Nichols,**

*Chief Counsel.*

[FR Doc. 2022-23619 Filed 10-26-22; 4:15 pm]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA 2022-0029]

#### Agency Information Collection Activities: Notice of Request for New Information Collection

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval to submit one information collection, which is summarized below under

**SUPPLEMENTARY INFORMATION.** We published a **Federal Register** Notice with a 60-day public comment period on this information collection on June 2, 2022. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by November 28, 2022.

**ADDRESSES:** You may submit comments within 30 days to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW, Washington, DC 20503, Attention DOT Desk Officer. You are asked to comment on any aspect of this information collection. All comments should include the Docket number FHWA-2022-0029.

**FOR FURTHER INFORMATION CONTACT:** Ms. Cynthia Essenmacher, (202) 366-780-6178, Department of Transportation, Federal Highway Administration, Office of Operations, Office of Transportation Management (HOTM-1), 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 7 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

*Title:* Innovative Finance and Equal Access for Over the Road Buses.

*Abstract for Innovative Finance:* The Federal Highway Administration (FHWA), Office of Operations and Office of the Chief Financial Officer, jointly collects information related to State Infrastructure Banks (SIB), Grant Anticipation Revenue Vehicles, and Toll Credits. This information is published on FHWA's public websites to monitor activity in each innovative finance program. This information satisfies the requirement under 23 U.S.C. 610(g)(7) for each SIB to make an annual report to the Secretary on its status no later than September 30 of each year and such other reports as the

Secretary may require. The data will also satisfy new requirements under section 11503 of the Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58, effective November 15, 2021, requiring the Secretary to make available a publicly accessible website on which States shall post the amount of toll credits that are available for sale or transfer.

The data includes activity, volume, and balances. The data is published annually on the Center for Innovative Finance's website. Information from this collection is used for the proper stewardship and oversight of each program, as well as compliance with each program's Federal statute.

*Abstract for Equal Access for Over the Road Buses:* Section 11523 of the recently enacted Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Public Law 117-58 (Nov. 15, 2021) amended 23 U.S.C. 129 to add reporting requirements to the equal access provisions for over the road buses. Specifically, not later than 90 days after the date of enactment of the BIL, a public authority that operates a toll facility shall report to the Secretary any rates, terms, or conditions for access to the toll facility by public transportation vehicles that differ from the rates, terms, or conditions applicable to over-the-road buses.

Further, a public authority that operates a toll facility shall report to the Secretary any change to the rates, terms, or conditions for access to the toll facility by public transportation vehicles that differ from the rates, terms, or conditions applicable to over-the-road buses by not later than 30 days after the date on which the change takes effect.

*Respondents:* State governments of the 50 States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, American Samoa, the Northern Marianas, and the Virgin Islands share this burden.

*Estimated Average Burden per Response:* The estimated average reporting burden per response for the annual collection and processing of the data is 149 hours for each of the States (including local governments), the District of Columbia, the Commonwealth of Puerto Rico, Guam, American Samoa, the Northern Marianas, and the Virgin Islands.

*Estimated Total Annual Burden:* The estimated total annual burden for all respondents is 8,195 hours.

#### Public Comments Invited

You are asked to comment on any aspect of these information collections, including: (1) Whether the proposed

<sup>12</sup> COVID-19 Related Relief Concerning Operations at Chicago O'Hare International Airport, John F. Kennedy International Airport, Los Angeles International Airport, Newark Liberty International Airport, New York LaGuardia Airport, Ronald Reagan Washington National Airport, and San Francisco International Airport for the Summer 2022 Scheduling Season, 87 FR 18057, (Mar. 29, 2022).

<sup>13</sup> Operating Limitations at John F. Kennedy International Airport, 85 FR 58258 at 58260 (Sep. 18, 2020); Operating Limitations at New York LaGuardia Airport, 85 FR 58255 at 58257 (Sep. 18, 2020); 14 CFR 93.227(j).

collections are necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burdens could be minimized, including use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of these information collections.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.48.

Issued On: October 25, 2022.

**Michael Howell,**

*Information Collection Officer.*

[FR Doc. 2022-23529 Filed 10-27-22; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Safety Advisory 2022-01; Use of Portable Derails

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

**ACTION:** Notice of safety advisory.

**SUMMARY:** FRA is issuing Safety Advisory 2022-01 to emphasize the importance of, first, ensuring that portable derails are clearly visible to train crews and operators of other on-track equipment, particularly at night and in other low-light conditions; and, second, having processes in place to ensure portable derails are removed when not necessary for on-track safety. This Safety Advisory recommends that railroads, and railroad contractors, review and revise their on-track safety manuals, as necessary, to ensure they include procedures and rules for the use of portable derails.

**FOR FURTHER INFORMATION CONTACT:** Yu-Jiang Zhang, Staff Director, Track and Structures Division, Office of Railroad Safety, FRA, 1200 New Jersey Avenue SE, Washington, DC 20590, telephone: (202) 493-6460, email: [yujang.zhang@dot.gov](mailto:yujang.zhang@dot.gov).

**Disclaimer:** This Safety Advisory is considered guidance pursuant to DOT Order 2100.6A (June 7, 2021). Except when referencing laws, regulations, policies, or orders, the information in this Safety Advisory does not have the force and effect of law and is not meant to bind the public in any way. This document does not revise or replace any previously issued guidance.

**SUPPLEMENTARY INFORMATION:**

### Background

On August 29, 2022, a train crew operating in a railroad yard at night encountered a portable derail placed on the track earlier that day to protect multiple engineering work groups working on the track. The train crew, which did not see the derail, operated their train directly into the derail, striking it at approximately nine miles per hour and derailling the first two cars of their train. The conductor, who was riding the lead car, was fatally injured when the car rolled over.

FRA's blue signal protection (BSP) requirements have long required mechanical derails to be used for the protection of workers on, under, or between rolling equipment to have a blue light illuminated at night. See 49 CFR part 218, subpart B. Typically, in BSP work areas (e.g., mechanical shops), derails are located at known or fixed locations. Roadway workers, however, use portable maintenance-of-way (MOW) derails, which may be installed almost anywhere on non-controlled track for protection.<sup>1</sup> Because portable MOW derails are not required to be marked or otherwise illuminated for conspicuity, even under conditions of limited visibility, they can become hazards themselves if not highly visible in low-light conditions. Accordingly, best practice dictates that portable derails installed on track should be equipped with a portable light or, at a minimum, reflectorized flags in low-light conditions.

In addition, portable derails should not be left on the track when they are no longer necessary. For example, some railroads require their roadway workers in charge (RWICs) to fill out a form before installing the portable derails. This form typically requires the RWIC to record the date, location, installation time, and removal time of the portable derail. Formalizing the process for installation and removal of portable derails heightens the awareness of the presence of portable derails and the importance of removing these derails from the track when they are no longer necessary.

FRA notes that some railroads require employees to place a tag on the steering wheel of their hi-rail vehicles when placing shunts on the track. A similar process for placing portable derails would safeguard against roadway workers unintentionally leaving portable derails on the track.

<sup>1</sup> See 49 CFR 214.327.

### Recommendations

In light of the above discussion, FRA recommends that railroads and railroad contractors:

1. Review with their employees the circumstances of the fatal accident described in this Safety Advisory.
  2. Review and revise as necessary, their on-track safety manuals to ensure the use of portable derails is adequately addressed and, at a minimum, that these manuals:
    - a. Provide that portable derails be equipped with a functioning light or a reflectorized flag when used at night or under other conditions of limited visibility; and
    - b. Include procedures to ensure that portable derails are removed when no longer necessary, such as procedures to track the location and use of portable derails.
- FRA encourages all railroad industry members to take actions consistent with the recommendations of this Safety Advisory. FRA may modify this Safety Advisory, issue additional safety advisories, or take other appropriate action necessary to ensure the highest level of safety on the Nation's railroads, including pursuing other corrective measures under its rail safety authority.

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety  
Chief Safety Officer.*

[FR Doc. 2022-23486 Filed 10-27-22; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF THE TREASURY

### Office of Foreign Assets Control

#### Notice of OFAC Sanctions Actions

**AGENCY:** Office of Foreign Assets Control, Treasury.

**ACTION:** Notice.

**SUMMARY:** The U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the names of one or more persons that have been placed on OFAC's Specially Designated Nationals and Blocked Persons List (SDN List) based on OFAC's determination that one or more applicable legal criteria were satisfied. All property and interests in property subject to U.S. jurisdiction of these persons are blocked, and U.S. persons are generally prohibited from engaging in transactions with them.

**DATES:** See **SUPPLEMENTARY INFORMATION** section for effective date(s).

**FOR FURTHER INFORMATION CONTACT:** OFAC: Andrea Gacki, Director, tel.: