

phases, beyond the initial phase, would require future separate Tier II (project-level) environmental documents before they are programmed for design and construction.

Federal permits and approvals are anticipated from the U.S. Fish and Wildlife Service (USFWS), U.S. Bureau of Reclamation (USBR), U.S. Army Corps of Engineers (USACE), National Marine Fisheries Service (NMFS), and the U.S. Department of the Interior under Section 4(f) of the Department of Transportation Act (1966).

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, Cooperating and Participating Agencies, local agencies, Tribal governments including the Costanoan, Me-Wuk, Miwok, Costanoan Northern Valley Yokut, Pomo, Foothill Yokut Mono, Bay Miwok Ohlone Patwin Plains Miwok, and Bay Miwok Ohlone Delta Yokut tribes, as well as to private organizations and citizens who have previously expressed or are known to have interest in this proposal. The project team anticipates reviewing all public comments received during the public scoping period and circulating a Draft EIS. In addition, a public hearing will be held once the Draft EIS is completed. Public notice will be given of the time and place of the meeting and hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing to ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the Draft EIS should be directed to Caltrans at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

**Antonio Johnson,**

*Director, Planning, Environment, and Right of Way, Federal Highway Administration, California Division.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2008-0028]

#### Petition for Extension of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on October 31, 2022, Riverport Railroad, LLC (RVPR) petitioned the Federal Railroad Administration (FRA) for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 223 (Safety Glazing Standards—Locomotives, Passenger Cars and Caboose). The relevant FRA Docket Number is FRA-2008-0028.

Specifically, RVPR requests relief from § 223.11(a), *Requirements for Existing Locomotives*, for one locomotive, RVPR 4029, for operations not exceeding 10 miles per hour over a section of track on the former Department of Defense Savanna Army Depot. The installation is located in rural northwestern Illinois, with 80 percent of the adjoining land owned by RVPR and partially under private ownership. In support of its petition, RVPR states that the subject trackage is enclosed and there are no overhead structures or bridges from which objects could be thrown.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov).

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted at <https://www.regulations.gov>. Follow the online instructions for submitting comments.

Communications received by January 23, 2023 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable. Anyone can search the electronic form of any written communications and comments received into any of our dockets by the

name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), the U.S. Department of Transportation (DOT) solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of [www.regulations.gov](http://www.regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety, Chief Safety Officer.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-1999-5102]

#### Petition for Extension of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on October 21, 2022, Southeastern Pennsylvania Transportation Authority (SEPTA) petitioned the Federal Railroad Administration (FRA) for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR 213.233, *Track inspections*. The relevant FRA Docket Number is FRA-1999-5102.

Specifically, SEPTA requests an extension of its existing waiver for a reduced frequency of the required visual track inspections for FRA Class 3 and 4 track carrying passenger traffic and constructed with continuous welded rail. SEPTA proposes to continue conducting one visual track inspection per week, instead of the two visual inspections per week that are required by § 213.233(c), and to supplement its visual inspections with Track Geometry Measurement System-equipped vehicle inspections over the affected main tracks and sidings four times per year. In support of its petition, SEPTA states that the current inspection program on tracks included in the relief “has continued to successfully monitor track conditions and provide the pertinent information necessary to identify and