

information withheld under the previous paragraph, FRA may also make application narratives publicly available or share application information within DOT or with other Federal agencies if FRA determines that sharing is relevant to the respective program's objectives.

Issued in Washington, DC.

Amitabha Bose,
Administrator.

[FR Doc. 2022-26610 Filed 12-6-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2010-0145]

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 November 9, 2022, Union Pacific Railroad Company (UPRR) 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 232 (Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End-of-Train Devices). The relevant FRA Docket Number is FRA-2010-0145.

Specifically, UPRR requests an extension of a waiver granting relief from 49 CFR 232.103(n)(1), *General requirements for all train brake systems*, related to securement of freight cars. UPRR seeks continued approval that the engineering principles used in the design of its Roseville, California, yard, specifically the yard's continuous speed control, "is a sufficient primary retarder to prevent equipment rollouts and act as an acceptable form of alternative securement." In support of its request, UPRR states that it has "not had any injuries attributable to the use of this securement method" and that "the safety of operations is enhanced. . . [as workers are not] risk[ing] personal injury from tying additional handbrakes and climbing on and off equipment."

A copy of the petition, as well as any written communications concerning the petition, is available for review online at 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 February 6, 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, 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.

Issued in Washington, DC.

John Karl Alexy,
Associate Administrator for Railroad Safety,
Chief Safety Officer.

[FR Doc. 2022-26552 Filed 12-6-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2022-0095]

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System

Under part 235 of title 49 Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that on October 17, 2022, and November 16, 2022, Amtrak petitioned the Federal Railroad Administration (FRA) seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA-2022-0095.

Specifically, Amtrak requests permission to remove automatic wayside signals between Park Interlocking at milepost (MP) 46.3 and

Roy Interlocking at MP 94.3 on Amtrak's Mid-Atlantic Division, from Main Line Philadelphia to Harrisburg Northeast Corridor. In its petition, Amtrak explains that formerly, the automatic wayside signals served as distant signals to the existing interlockings. However, as Amtrak has fully implemented positive train control, which imposes "updated standards for cab, no-wayside signal territory to remove all automatic signals[,] including distant signals," Amtrak seeks permission to remove 10 signals (at MPs 55.3, 59.2, 64.5, 66.1, 70.8, 71.8, 81.5, 86.0, 92.3, and 96.4). Amtrak states that the removal of the signals will "eliminate maintenance and operation of unnecessary hardware [that is] no longer needed."

A copy of the petition, as well as any written communications concerning the petition, is available for review online at 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 <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Communications received by February 6, 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, 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.

Issued in Washington, DC.

John Karl Alexy,

*Associate Administrator for Railroad Safety
Chief Safety Officer.*

[FR Doc. 2022-26551 Filed 12-6-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Safety Advisory 22-4 Suicide Prevention Signage on Public Transit

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

ACTION: Notice of Safety Advisory.

SUMMARY: The Federal Transit Administration (FTA) is issuing Safety Advisory 22-4 to encourage rail transit agencies to implement, update, or expand suicide prevention signage and messaging campaigns that apply best practices for deterring suicide attempts. This safety advisory provides guidance on suicide prevention signage and mental health intervention campaigns and provides supporting resources for transit agencies. The FTA's Safety Advisory 22-4, "Suicide Prevention Signage on Public Transit," is available on the agency's website. (<https://www.transit.dot.gov/regulations-and-guidance/safety/fta-safety-advisories>).

FOR FURTHER INFORMATION CONTACT: Joseph DeLorenzo, Associate Administrator for Transit Safety and Oversight, telephone (202) 366-1783 or Joseph.DeLorenzo@dot.gov.

Authority: 49 U.S.C. 5329; 49 CFR 1.91 and 670.29.

Nuria I. Fernandez,
Administrator.

[FR Doc. 2022-26574 Filed 12-6-22; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2021-0091; Notice 1]

Navistar, Inc., Receipt of Petition for Decision of Inconsequential Noncompliance

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Receipt of petition.

SUMMARY: Navistar, Inc., (Navistar), has determined that certain model year (MY) 2022-2023 IC Bus school and commercial buses do not fully comply

with Federal Motor Vehicle Safety Standard (FMVSS) No. 205, Glazing Materials. Navistar filed two noncompliance reports dated November 17, 2021. Navistar petitioned NHTSA on December 16, 2021, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This document announces receipt of Navistar's petition.

DATES: Send comments on or before January 6, 2023.

ADDRESSES: Interested persons are invited to submit written data, views, and arguments on this petition. Comments must refer to the docket and notice number cited in the title of this notice and may be submitted by any of the following methods:

- *Mail:* Send comments by mail addressed to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver comments by hand to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except for Federal Holidays.

- *Electronically:* Submit comments electronically by logging onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Follow the online instructions for submitting comments.

- Comments may also be faxed to (202) 493-2251.

Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy form, please ensure that two copies are provided. If you wish to receive confirmation that comments you have submitted by mail were received, please enclose a stamped, self-addressed postcard with the comments. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

All comments and supporting materials received before the close of business on the closing date indicated above will be filed in the docket and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the fullest extent possible.

When the petition is granted or denied, notice of the decision will also

be published in the **Federal Register** pursuant to the authority indicated at the end of this notice.

All comments, background documentation, and supporting materials submitted to the docket may be viewed by anyone at the address and times given above. The documents may also be viewed on the internet at <https://www.regulations.gov> by following the online instructions for accessing the dockets. The docket ID number for this petition is shown in the heading of this notice.

DOT's complete Privacy Act Statement is available for review in a **Federal Register** notice published on April 11, 2000 (65 FR 19477-78).

FOR FURTHER INFORMATION CONTACT: Jack Chern, General Engineer, NHTSA, Office of Vehicle Safety Compliance, (202) 366-0661.

SUPPLEMENTARY INFORMATION:

I. Overview: Navistar determined that side window glazing supplied by Custom Glass Solutions and installed on certain MY 2022-2023 IC Bus school and commercial buses do not fully comply with paragraph S6.2 of FMVSS No. 205, *Glazing Materials* (49 CFR 571.205).

Navistar filed an original noncompliance report dated November 17, 2021, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. Navistar petitioned NHTSA on December 16, 2021, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that they believe this noncompliance is inconsequential as it relates to motor vehicle safety, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, *Exemption for Inconsequential Defect or Noncompliance*.

This notice of receipt of Navistar's petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or another exercise of judgment concerning the merits of the petition.

II. Vehicles Involved: Approximately 1,289 MY 2022-2023 IC Bus CE and EV school buses, manufactured between July 26, 2021, and October 7, 2021, and approximately 4 MY 2022 IC Bus CE commercial buses manufactured between August 26, 2021, and September 14, 2021, are potentially involved.

III. Noncompliance: Navistar explains that noncompliance is that the two side pieces of the flat three-piece windshield installed in the subject vehicles was incorrectly marked as "AS2" when it should have been marked as "AS1" and therefore, does not comply with paragraph S6.2 of FMVSS No. 205.