

Operating Rules); 219 (Control of Alcohol and Drug Use); 221 (Rear End Marking Device—Passenger, Commuter and Freight Trains); 223 (Safety Glazing Standards—Locomotives, Passenger Cars and Cabooses); 225 (Railroad Accidents/Incidents: Reports Classification, and Investigations); 228 (Passenger Train Employee Hours of Service; Recordkeeping and Reporting; Sleeping Quarters); 229 (Railroad Locomotive Safety Standards); 231 (Railroad Safety Appliance Standards); 238 (Passenger Equipment Safety Standards); 239 (Passenger Train Emergency Preparedness); 240 (Qualification and Certification of Locomotive Engineers); and 242 (Qualification and Certification of Conductors). The relevant Docket Number is FRA–2002–11809.

Specifically, NCTD requests to extend its relief from the above listed CFR parts, as pertaining to its 12 diesel multiple unit vehicles that comprise the Sprinter rail fixed-guideway urban rapid transit service. The Sprinter service runs on the Escondido Subdivision, a 22-mile right-of-way with temporal separation from freight service operated by BNSF Railway. In support of its request, NCTD states that the California Public Utilities Commission Rail Safety Division will continue to provide Federal Transit Administration Rail Fixed Guideway State Safety Oversight, as required by regulations.

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 August 1, 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.*

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2023–0032]

Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on April 6, 2023, Steamtown National Historic Site (SNCX) petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 240 (Qualification and Certification of Locomotive Engineers) and part 242 (Qualification and Certification of Conductors). FRA assigned the petition Docket Number FRA–2023–0032.

Specifically, SNCX requests relief required to participate in FRA's Confidential Close Call Reporting System (C³RS) Program. SNCX seeks to shield reporting employees and the railroad from mandatory punitive sanctions that would otherwise arise as provided in §§ 240.117(e)(1)–(4); 240.305(a)(1)–(4) and (a)(6); 240.307; 242.403(b), (c), (e)(1)–(4), (e)(6)–(11), (f)(1)–(2); and 242.407. The C³RS Program encourages certified operating crew members to report close calls and protects the employees and the railroad from discipline or sanctions arising from the incidents reported per the C³RS Implementing Memorandum of Understanding.

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 parties desire 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 August 1, 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), 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. 2023–11787 Filed 6–1–23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2011–0101]

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 by letters dated March 20, 2023, and May 11, 2023, the Northeast Illinois Regional Commuter Railroad Corporation (Metra) 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 236 (Rules, Standards, and Instructions Governing the Installation, Inspection, Maintenance, and Repair of Signal and Train Control Systems, Devices, and Appliances). The relevant FRA Docket Number is FRA–2011–0101.

Specifically, Metra requested an extension of relief from § 236.377, *Approach locking*; § 236.378, *Time locking*; § 236.379, *Route locking*; § 236.380, *Indication locking*; and § 236.281, *Traffic locking*, to extend the periodic testing schedules from “at least once every 2 years” to “at least once every 4 years” after initial testing has been performed. The relief applies at interlockings, control points, and other signal locations controlled by vital microprocessor-based equipment. In support of its request, Metra states that it will “remain in compliance with all conditions of the FRA extension approval letter dated September 24, 2018. Metra’s petition also included a list of locations that have been “tested under the waiver from 2022 to present with the results and baseline comparison.”

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 August 1, 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 [regulations.gov](https://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

[DOT–OST–2023–0080]

National Travel and Tourism Infrastructure Strategic Plan; Request for Comment

AGENCY: Office of the Secretary, U.S. Department of Transportation (DOT).

ACTION: Notice; request for comment (RFC).

SUMMARY: The U.S. Department of Transportation is seeking public input to aid it in updating DOT’s National Travel and Tourism Infrastructure Strategic Plan (NTTISP). DOT will consider input and the comments received in the development of the NTTISP.

DATES: Comments must be received on or before July 17, 2023.

ADDRESSES: Submissions in response to this notice may be sent by either of the following two methods, although DOT prefers the first:

- Electronic comments may be sent to nttisp@dot.gov. Submissions should be machine-readable and not be copy-protected.
- Written comments may be sent to: The Office of International Transportation and Trade, ATTN: Nicole Bambas, NTTISP, RM W88–303, 1200 New Jersey Avenue SE, Washington, DC 20590.

Any submissions received after the deadline may not be accepted or considered.

• **Confidential Business Information (CBI):** CBI is commercial or financial information that is customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments in response to this RFC contain commercial or financial information that is customarily treated

as private, that you actually treat as private, and that is relevant or responsive to this RFC, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN” to indicate that it contains proprietary information. DOT will treat such marked submissions as confidential under FOIA and not place them in the public docket of this RFC. Submissions containing CBI should be sent to the name and physical or email address listed below.

FOR FURTHER INFORMATION CONTACT:

Nicole Bambas at nttisp@dot.gov or 202–366–4398. Individuals who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1–800–877–8339 between 8 a.m. and 8 p.m. (ET) Monday through Friday.

SUPPLEMENTARY INFORMATION: In January 2021, DOT released its *National Travel and Tourism Infrastructure Strategic Plan for FY 2020–2024* (NTTISP 2020–2024), which can be found here: <https://www.transportation.gov/policy-initiatives/NTTISP>. DOT developed the NTTISP in response to the mandate in the 2015 Fixing America’s Surface Transportation Act (FAST ACT) that it assess the condition and performance of our national transportation network, identify issues that create congestion and barriers to travel and tourism, and develop strategies for improving vital travel infrastructure. While DOT was developing the NTTISP, the world began to experience the impact of the public health emergency created by the coronavirus disease 2019 (COVID–19) pandemic.

Given the consequences of COVID–19 to the travel and tourism industry, Congress has mandated that DOT revisit the NTTISP. In November 2021, President Biden signed the Infrastructure Investment and Jobs Act (Pub. L. 117–58, implemented as the Bipartisan Infrastructure Law or BIL). Section 25018 of the BIL directs DOT to update the NTTISP and include new matters such as immediate and long-term strategies, policy recommendations and infrastructure investments across all modes of transportation to revive the travel and tourism industry and the overall travel and tourism economy in the wake of the COVID–19 pandemic. The NTTISP must also identify possible infrastructure investments that create recovery opportunities for small, underserved, minority, and rural businesses in the travel and tourism industry, including efforts to preserve and protect scenic, but often less-traveled, roads that promote tourism