

The two individuals and the entity above have been added to the list of Specially Designated Nationals and Blocked Persons. All of their property and interests in property that are in the United States or in the possession or control of U.S. persons are blocked.

Bonnie D. Jenkins,

Under Secretary of State, Bureau of Arms Control & International Security, Department of State.

[FR Doc. 2022-10582 Filed 5-25-22; 8:45 am]

BILLING CODE 4710-27-P

STATE JUSTICE INSTITUTE

SJI Board of Directors Meeting, Notice

AGENCY: State Justice Institute.

ACTION: Notice of meeting.

SUMMARY: The SJI Board of Directors will be meeting on Monday, June 13, 2022 at 10:00 a.m. ET. The purpose of this meeting is to consider grant applications for the 3rd quarter of FY 2022, and other business.

ADDRESSES: State Justice Institute Headquarters, 12700 Fair Lakes Circle, Suite 340, Fairfax, VA, 22033.

FOR FURTHER INFORMATION CONTACT:

Jonathan Mattiello, Executive Director, State Justice Institute, 12700 Fair Lakes Circle, Suite 340, Fairfax, VA 22033, 703-660-4979, contact@sjj.gov.

Authority: 42 U.S.C. 10702(f)

Jonathan D. Mattiello,

Executive Director.

[FR Doc. 2022-11366 Filed 5-25-22; 8:45 am]

BILLING CODE 6820-SC-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36599]

Great Walton Railroad Company d/b/a Hartwell Railroad Company—Acquisition Exemption; Hartwell Railroad Company

By petition filed on March 17, 2022, Great Walton Railroad Company d/b/a Hartwell Railroad Company (GWRC) seeks an exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 11323 to acquire ownership and control of Hartwell Railroad Company (HRC). As discussed below, the Board will grant the exemption.

Background

HRC, a Class III carrier, owns a rail line that extends between milepost 0.5 at Toccoa, Ga., and milepost 48.8 at Elberton, Ga. (the Toccoa-Elberton

Line). (Pet. 2; *id.* at Attach. A.) GWRC, a Class III carrier, owns and operates a rail line that extends between Hartwell, Ga. and Bowersville, Ga. (the Hartwell Line) and connects to the Toccoa-Elberton Line at milepost 24.5 in Bowersville. (Pet., Attach. C.)¹ In 1995, HRC granted GWRC trackage rights to operate over the Toccoa-Elberton Line. (Pet. 3; *id.* at Attach. C.)

In support of the petition, GWRC asserts that the proposed transaction will not result in any changes in service levels, operational changes, or changes in the competitive balance with other rail carriers.² (Pet. 5.) GWRC states that the proposed transaction would perpetuate operations by GWRC that have been in place since 1995 and that, therefore, no shippers will be impacted. (*Id.*) GWRC states that the purposes of the proposed transaction are to preserve the existing operations and future viability of the Hartwell Line and Toccoa-Elberton Line, and to facilitate their orderly disposition in the future. (*Id.* at 6.) On April 1, 2022, GWRC filed a certification that the proposed transaction does not involve any provision or agreement that may limit future interchange with a third-party connecting carrier.

Discussion and Conclusions

Under 49 U.S.C. 11323(a)(3), the acquisition of control of a rail carrier by any number of rail carriers requires prior Board approval. Under 49 U.S.C. 10502(a), however, the Board must exempt a transaction or service from regulation if it finds that: (1) Regulation is not necessary to carry out the rail transportation policy (RTP) of 49 U.S.C. 10101; and (2) either the transaction or service is limited in scope, or regulation is not needed to protect shippers from the abuse of market power.

In this case, an exemption from the prior approval requirements of 49 U.S.C. 11323-25 is consistent with the standards of 10502. Detailed scrutiny of the proposed transaction through an application for review and approval under 11323-25 is not necessary here to carry out the RTP. An exemption would promote the RTP by minimizing the need for federal regulatory control over the transaction, 10101(2); ensuring the development and continuation of a sound rail transportation system that would continue to meet the needs of the public, 10101(4); fostering sound economic conditions in transportation,

10101(5); encouraging efficient management, 10101(9); and providing for the expeditious resolution of this proceeding, 10101(15). Other aspects of the RTP would not be adversely affected.

Regulation of the transaction is not needed to protect shippers from an abuse of market power.³ The record indicates that no shipper would lose an existing rail service option as a result of the proposed transaction. GWRC states that, since it would continue to operate the Toccoa-Elberton Line as it has since 1995, the proposed transaction would not result in any service level or operational changes. Accordingly, the transaction would not result in any shippers losing access to rail service or foreclose any transportation options currently available to shippers. Moreover, no shipper (or any other entity) has objected to the proposed transaction.

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 11324 and 11325 that involve only Class III rail carriers. Accordingly, the Board may not impose labor protective conditions here because all carriers involved are Class III carriers.

The proposed transaction is exempt from environmental reporting requirements under 49 CFR 1105.6(c)(1)(i) because it would not result in any significant change in carrier operations. The transaction is also exempt from the historic reporting requirements under 49 CFR 1105.8(b)(3), because it would not substantially change the level of maintenance of railroad properties.

GWRC states that the proposed transaction would be consummated on or shortly after the effective date of the exemption. The exemption will be effective June 22, 2022, and petitions to stay will be due by June 2, 2022. Petitions for reconsideration or petitions to reopen will be due by June 13, 2022.

It is ordered:

1. Under 49 U.S.C. 10502, the Board exempts from the prior approval requirements of 49 U.S.C. 11323-25 the transaction described above.

2. Notice of the exemption will be published in the **Federal Register**.

3. The exemption will become effective on June 22, 2022. Petitions to stay must be filed by June 2, 2022.

¹ GWRC provides a map with the petition at Attachment D.

² GWRC notes that the proposed transaction does not qualify for the class exemption under 49 CFR 1180.2(d)(2) because the Hartwell Line and Toccoa-Elberton Line connect in Bowersville. (Pet. 4.)

³ Given this finding, the Board need not determine whether the transaction is limited in scope. See 10502(a).

Petitions for reconsideration or petitions to reopen must be filed by June 13, 2022.

By the Board, Board Members Fuchs, Hedlund, Oberman, Primus, and Schultz.

Aretha Laws-Byrum,

Clearance Clerk.

[FR Doc. 2022–11289 Filed 5–25–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice of Airport Improvement Program Property Release Portland-Hillsboro Airport, Hillsboro, Oregon

AGENCY: Federal Aviation Administration (FAA), Transportation (DOT).

ACTION: Notice of Request to Release Airport Improvement Program Property.

SUMMARY: Notice is being given that the FAA is considering a request from the Port of Portland, Oregon to waive the property requirements for approximately .78 acres of airport property and the release from aeronautical to non-aeronautical for approximately .30 acres of airport property located at Hillsboro Airport, in Hillsboro, Oregon.

DATES: Comments are due within 30 days of the date of the publication of this notice in the **Federal Register**. Emailed comments can be provided to Ms. Mandi M. Lesauis, Program Specialist, Seattle Airports District Office, mandi.lesauis@faa.gov.

FOR FURTHER INFORMATION CONTACT: Mandi M. Lesauis, Program Specialist, Seattle Airports District Office, mandi.lesauis@faa.gov, (206) 231–4140.

SUPPLEMENTARY INFORMATION: The subject properties are located in the south and northeast section of the airport. This release will allow the Port to sell .78 acres of Tax Lots 1N232AD02100, 1N232AD02200, 1N232AB00500, 1N232AB00100, 1N232AB00102 and 1N2280001550 to the City of Hillsboro to facilitate Cornell Road and NE 25th Avenue and Cornell Road and NE Brookwood Parkway road expansion and safety improvements. This release will also allow .30 acres of Tax Lots 1N232AD02100, 1N232AD02200, 1N232AB00100 and 1N232AB00102 to be designated as non-aeronautical easements for public utility and traffic control device purposes. There will be proceeds generated from the proposed release of this property for capital improvements at the airport. The Port will receive not less than fair

market value for the property and the revenue generated from the sale will be used for airport purposes. It has been determined through study that the subject partial parcel will not be needed for aeronautical purposes.

Authority: Title 49, U.S.C. Section 47153(c).

Issued in Des Moines, Washington, on May 20, 2022.

Warren D. Ferrell,

Acting Manager, Seattle Airports District Office.

[FR Doc. 2022–11272 Filed 5–25–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2016–0108]

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 April 29, 2022, Union Pacific Railroad (UPRR) petitioned the Federal Railroad Administration (FRA) to extend a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR 236.566, *Locomotive of each train operating in train stop, train control, or cab signal territory: Equipped*. The relevant FRA Docket Number is FRA–2016–0108.

Specifically, UPRR requests a temporary extension of relief from § 236.566 to allow it to comply with a condition of FRA's decision letter dated April 6, 2022, primarily concerning Docket Number FRA–2021–0011.¹ The condition concerns slide detector fences, where existent, being fully integrated with positive train control (PTC) via wayside signal systems. UPRR states that four of its subdivision line segments (Portland, Evanston, Rawlins, and Laramie) require additional interconnections with PTC to be fully compliant with the condition in the April 6, 2022, letter. UPRR requests an extension of the relief in Docket Number FRA–2016–0108 for 12 months to complete the work, which consists of modifications to signaling appliances and the construction of communications infrastructure in some cases. Additionally, UPRR requests modification of two conditions of the June 9, 2020, decision letter in Docket

Number FRA–2016–0108² to allow UPRR to immediately begin to decommission its locomotives' onboard automatic train control and automatic cab signal systems.

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 July 25, 2022 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](http://www.regulations.gov).

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2022–11372 Filed 5–25–22; 8:45 am]

BILLING CODE 4910–06–P

¹ See <https://www.regulations.gov/document/FRA-2016-0108-0018>.

² <https://www.regulations.gov/document/FRA-2016-0108-0017>.