

newspapers. Materials will be available at the meetings in English and Spanish and oral and written comments will be solicited.

Public Hearing on a Recommended Preferred Alternative: A public hearing on the Recommended Preferred Alternative (RPA) consistent with the provisions of the Code of Virginia will be conducted to inform the Virginia Commonwealth Transportation Board (CTB), which is authorized by the Code of Virginia to make location decisions for highway projects, including as part of NEPA studies.

Several outreach methods will be used to advertise the public hearing on the RPA, including but not limited to newspaper advertisements, postcards sent to each property within the study area, a social media campaign, email, and continued updates to the study website.

Public Hearing on the Draft EIS: Notice of availability of the Draft EIS for public and agency review will be published in the **Federal Register** and through other methods which will identify where interested parties can go to review a copy of the Draft EIS. The public hearing will be conducted by VDOT and announced a minimum of 30 days in advance. VDOT will provide information for the public hearing, including the location, date, and time for the meeting through a variety of means including the EIS website <https://www.vdot.virginia.gov/projects/richmond-district/chesterfield---powhite-parkway-study/> and by newspaper advertisement.

A Request for Common on Alternatives and effects, as well as on Relevant Information, Studies, or Analyses with Respect to the Proposed Action: To ensure that a full range of issues related to the study are addressed in the EIS and all potential issues are identified, FHWA and VDOT invites comments and suggestions from all interested parties. FHWA and VDOT requests comments and suggestions on the purpose and need, potential alternatives and impacts, and the identification of any relevant information, studies, or analyses of any kind concerning impacts affecting the quality of the human and natural environment. Any information presented herein, including the preliminary purpose and need, preliminary range of alternatives and identification of impacts may be revised after consideration of the comments. The purpose of this request is to bring relevant comments, information, and analyses to FHWA's and VDOT's attention, as early in the process as possible, to enable the agencies to make

maximum use of this information in decision making. Comments may be submitted according to the instructions in the **ADDRESSES** section of this Notice.

Contact Information for a Person Within the Agency Who Can Answer Questions About the Proposed Action and the Environmental Impact Statement:

FHWA: Amanda Heath, Environmental Protection Specialist, Federal Highway Administration—Virginia Division, 400 North 8th Street, Suite 650, Richmond, VA 23219–4825; email: Amanda.Heath@dot.gov; 804–775–3342.

VDOT: Heather Staton, NEPA Project Manager/Environmental Division, Virginia Department of Transportation, 1401 East Broad Street, Richmond, VA, 23219; email: Heather.Staton@vdot.virginia.gov; 804–980–5659.

Identification of Cooperating and Participating Agencies, and Information That Such Agencies Require in the Notice.

FHWA and VDOT have invited the following Federal, State, regional, and local agencies to participate in the development of the EIS. Beginning in October 2023, VDOT has convened Cooperating, Participating, and Other Involved Agencies at a monthly coordination meeting to discuss the development of the EIS, including the preliminary purpose and need, preliminary range of alternatives, and draft NOI and Additional Project Information Document. At the August 14, 2024, VDOT NEPA Programs Agency Coordination Meeting, VDOT described the NOI requirements and asked Cooperating and Participating Agencies for input. No agencies have requested information to be included in the NOI.

- **Cooperating Agencies:** U.S. Army Corps of Engineers, U.S. Environmental Protection Agency.

- **Participating Agencies:** U.S. Fish and Wildlife Service, Chesterfield County, Richmond Regional Transportation Planning Organization (PlanRVA), Virginia Department of Conservation and Recreation, Virginia Department of Health, Virginia Department of Rail and Public Transportation, and the Virginia State Police.

- **Other Agencies Involved:** Crater Planning District Commission, Natural Resources Conservation Service, U.S. Department of the Interior—Office of Environmental Policy & Compliance, U.S. Department of Housing and Urban Development, Virginia Department of Agriculture and Consumer Services, Virginia Department of Environmental Quality, Virginia Department of Forestry, Virginia Department of

Virginia Management, and the Virginia Department of Wildlife Resources.

Unique Identification Number. All environmental documents prepared for the proposed action will reference the following unique identification number: EISX—XVA–1729510690.

(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.)

Daniel Omar Suarez,

Acting Division Administrator, Federal Highway Administration.

[FR Doc. 2025–13001 Filed 7–10–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2025–0056]

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

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

ACTION: Notice.

SUMMARY: This document provides the public notice that NJ Transit (NJT) petitioned FRA seeking approval to discontinue or modify a signal system.

DATES: FRA must receive comments on the petition by August 11, 2025. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT: Scott Johnson, Railroad Safety

Specialist, FRA Signal, Train Control, and Crossings Division, telephone: 406-210-3608, email: scott.j.johnson@dot.gov.

SUPPLEMENTARY INFORMATION: 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 by letter dated April 14, 2025, NJT petitioned FRA seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA-2025-0056.

Specifically, NJT requests to convert the existing traffic control system (TCS) with cab signals and fixed automatic block signals to a TCS with cab signals and no fixed automatic block signals. The subject area on the Morristown Line, from milepost (MP) 2.7 to 5.7, is owned by NJT but Norfolk Southern Corporation (NS) and Morristown & Erie Railway, Inc. (M&E) operate freight service on the trackage.¹ NJT states that all existing interlocking home signals will be retained, and trains that may experience a failed cab signal will be protected by absolute blocking.

In support of its request, NJT submits that removal of the signals will reduce train delays caused by the failure of signals and improve employee safety by reducing the need to climb on signal bridges for maintenance.

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.

Communications received by August 11, 2025 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA's 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. 2025-12945 Filed 7-10-25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2015-0011]

Notice of Petition for Extension of Waiver of Compliance

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

ACTION: Notice.

SUMMARY: This document provides the public notice that the Commuter Rail Division of the Regional Transportation Authority (Metra) petitioned FRA to extend relief related to Metra's participation in FRA's Confidential Close Call Reporting System (C³RS) Program.

DATES: FRA must receive comments on the petition by August 11, 2025. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT: Ronald O. Simpson, Railroad Safety Specialist, FRA Safety Partnerships Division, telephone: 314-202-2971, email: ronald.o.simpson@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter received on April 4, 2025, Metra petitioned FRA for an extension of 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-2015-0011.

Specifically, Metra requests an extension of the relief required to continue its participation in FRA's C³RS Program. Metra seeks to continue shielding reporting employees 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 (IMOU). The IMOU includes Metra's operating company, the Northeast Illinois Regional Commuter Railroad Corporation and several participating labor unions.

In support of its request, Metra states that it has made many safety improvements since the waiver was last extended, including clarification on working limits by revising bulletins, increased trend analysis, and a revised handbook for determining urgency for corrective action.

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.

Communications received by August 11, 2025 will be considered by FRA

¹ NJT filed the application jointly with the concurrence of both NS and M&E.