

*Brian Runk*

Mr. Runk is a 32-year-old class A commercial driver's license holder in Pennsylvania. He had a single unprovoked nocturnal seizure and has been seizure free since November 2016. He takes anti-seizure medication with the dosage and frequency remaining the same since 2017. His physician states that he is supportive of Mr. Runk receiving an exemption.

*Dominick Sempervive*

Mr. Sempervive is a 64-year-old class A commercial driver's license holder in New Jersey. He has a history of a complex partial seizure disorder and has been seizure free for over 20 years. He takes anti-seizure medication with the dosage and frequency remaining the same for over 20 years. His physician states that he is supportive of Mr. Sempervive receiving an exemption.

*William F. Smith*

Mr. Smith is a 61-year-old class C driver's license holder in North Carolina. He has a history of a seizure disorder and has been seizure free for over 20 years. He takes anti-seizure medication with the dosage and frequency remaining the same for over 20 years. His physician states that he is supportive of Mr. Smith receiving an exemption.

*Yoon Song*

Mr. Song is a 51-year-old class A commercial driver's license holder in California. He has a history of a seizure disorder and has been seizure free since 2008. He takes anti-seizure medication with the dosage and frequency remaining the same since 2012. His physician states that he is supportive of Mr. Song receiving an exemption.

*Jerry Wise*

Mr. Wise is a 27-year-old class C driver's license holder in Pennsylvania. He has a history of a seizures and has been seizure free since 2006. He has never taken anti-seizure medication. His physician states that he is supportive of Mr. Wise receiving an exemption.

**IV. Request for Comments**

In accordance with 49 U.S.C. 31136(e) and 31315(b), FMCSA requests public comment from all interested persons on the exemption petitions described in this notice. We will consider all comments received before the close of

business on the closing date indicated under the **DATES** section of the notice.

**Larry W. Minor,**

*Associate Administrator for Policy.*

[FR Doc. 2022-14851 Filed 7-12-22; 8:45 am]

**BILLING CODE 4910-EX-P**

**DEPARTMENT OF TRANSPORTATION****Federal Railroad Administration**

**[Docket Number FRA-2002-13251]**

**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 June 1, 2022, Arizona Eastern Railway Company (AZER) 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-2002-13251.

Specifically, AZER seeks to extend relief that permits movement from the Freeport-McMoran Copper & Gold's mining facility near Claypool, Arizona, to a location between mileposts (MPs) 1229.0 and 1227.6 on AZER trackage, where the required inspections (a pre-departure inspection and Class 1 initial terminal air brake test and inspection) are performed. Additionally, AZER seeks to extend relief formerly granted in FRA Docket Number FRA-2017-0100, which permits movement from Clifton Yard in Clifton, Arizona, to South Siding near MP 1210.0, where the required inspections are performed. FRA is combining the requests and relief from both dockets and considering them under the originally assigned docket number for the relief in Claypool, Arizona, Docket Number FRA-2002-13251. In support of its request, AZER states that railroad operations have remained the same since the original waivers were granted, and rail traffic volumes have continuously increased, supporting the need for this relief.

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 <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Communications received by August 29, 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](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 [regulations.gov](http://www.regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

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

[FR Doc. 2022-14855 Filed 7-12-22; 8:45 am]

**BILLING CODE 4910-06-P**

**DEPARTMENT OF TRANSPORTATION****Federal Railroad Administration**

**[Docket Number FRA-2020-0096]**

**Petition for Waiver of Compliance**

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on May 31, 2022, Brightline West (BW) 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 238, Passenger Equipment Safety Standards. FRA assigned the petition Docket Number FRA-2020-0096.

Specifically, BW requests relief from two regulations: §§ 238.112(f) and

238.121(c)(2), regarding interior doors and emergency system back-up power, respectively. As background, in December 2020, FRA denied BW's request for relief to use single-leaf breakable safety glass vestibule doors instead of doors with removal panels per § 238.112(f), because BW did not provide enough information and safety justification for FRA to render an appropriate decision. In its May 31, 2022, petition, BW states it has provided additional information as FRA identified, and renews its request for relief from this requirement. BW also requests new relief from § 238.121(c)(2), pertaining to the requirement that passenger equipment's emergency system back-up power be capable of withstanding shocks leading to individually applied accelerations of 8g/4g/4g (longitudinal/lateral/vertical). BW explains that the 8g/4g/4g accelerations are "inconsistent with the general design approach [for] a Tier III vehicle, which considers accelerations of [5g/3g/3g]." Additionally, BW notes that the Tier III notice of proposed rulemaking consensus language allows this specification if certain conditions are met for other back-up power supply systems. Further, BW notes that the approval of BW's waiver request in December 2020 assumed that the Siemens Velaro "Classic" trainsets would be used. BW requests FRA's confirmation and approval that the relief in this docket would apply to its next generation Siemens Velaro "Novo" trainsets, which are similar in design, but offer better accessibility, energy efficiency, and other improvements compared to the "Classic" trainsets.

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 <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Communications received by August 29, 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](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 [regulations.gov](http://regulations.gov).

Issued in Washington, DC.  
**John Karl Alexy**,  
*Associate Administrator for Railroad Safety,*  
*Chief Safety Officer.*  
[FR Doc. 2022-14860 Filed 7-12-22; 8:45 am]  
**BILLING CODE 4910-06-P**

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of FTA Transit Program Changes, Authorized Funding Levels and Implementation of the Infrastructure Investment and Jobs Act; and FTA Fiscal Year 2022 Apportionments, Allocations, Program Information and Interim Guidance; Correction

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

**ACTION:** Notice; correction.

**SUMMARY:** On April 28, 2022, the Federal Transit Administration (FTA) published a notice in the **Federal Register** apportioning funds appropriated by law. The notice provided information on the FY 2022 funding available for the FTA assistance programs, and provides program guidance and requirements. This notice provides a needed correction to that notice regarding pre-award authority, FY 2022 Section 5311 Formula Grants for Rural Areas Program and Rural Transportation Assistance Program funding, and the expenditure deadline for the FY 2015 Transportation Investment Generating Economic Recovery (TIGER VII) Discretionary Grants.

**FOR FURTHER INFORMATION CONTACT:** For general information about this notice contact John Bodnar, Director, Office of Transit Programs, at (202) 366-2053. Please contact the appropriate FTA Regional Office for any specific requests for information or technical assistance. FTA Regional Office contact information is available at: <https://www.transit.dot.gov/about/regional-offices/regional-offices>.

An FTA headquarters contact for each major program area is included in the discussion of that program in the text of this notice. FTA recommends that stakeholders subscribe to GovDelivery (<https://public.govdelivery.com/accounts/USDOTFTA/subscriber/new>) to receive email notifications when new information is available.

SUPPLEMENTARY INFORMATION:

Correction

In the **Federal Register** of April 28, 2022, FR Doc. 2022-09143 make, on the following corrections:

1. On page 25376, in the second column under the heading "1. Authorized Amounts," correct the table to read as follows:

Fiscal year	2022	2023	2024	2025	2026
Funds Authorized .....	\$787,760,599	\$804,217,747	\$825,216,831	\$842,263,841	\$863,675,829

2. On the same page, in the first column under the heading "2. FY 2022 Funding Availability," correct the paragraph and table to read as follows:

"In FY 2022, a total of \$787,760,599 is authorized and appropriated for the section 5311 program for the period October 1, 2021, through September 30,

2022. The total amount apportioned is \$896,275,765 to Section 5311 programs and includes the amount for Growing States formula factors, reapportioned