

The revised rule only increases the upper edge area swept by the windshield wipers and does not change the lower edge area.

Applicant's Request

DCNA has applied for an exemption from 49 CFR 393.60(e)(1) to allow its driver assistance camera technology device to be mounted higher in the lower area of the windshield than is currently permitted. A copy of the application is included in the docket referenced at the beginning of this notice.

Equivalent Level of Safety

In its application, DCNA states that the functionality of its driver assistance camera technology includes the ability to manage the Lane Departure Warning System (LDWS), Adaptive Cruise Control (ACC), Active Brake Assist 5 (ABA5) which is the minimum standard safety system and integral to the Electronic Stability Program (ESP). ABA5 uses both existing radar and the new camera technology for both pedestrian and vehicle recognition, commonly referred to as a "forward collision mitigation system."

The technology housing is approximately 187 mm (7.36 inches) tall by 277 mm (10.9 inches) wide and will be mounted in the approximate lower center of the windshield with the bottom edge of the housing approximately 240 mm (about 9.44 inches) above the lower edge of the area swept by the windshield wipers. The technology will be mounted outside the driver's normal sight lines to the road ahead, signs, signals, and mirrors. This location will allow for optimal functionality of the safety features supported by DCNA's driver assistance camera technology. The location of the technology—within the sweep of the left side windshield wiper—also ensures the safe operation of the system in inclement weather, where the sensors field of view can be wiped 'clean', as required, by normal use of the windshield wiper system.

DCNA believes that mounting the driver assistance camera technology system as described will maintain a level of safety that is equivalent to, or greater than, the level of safety achieved without the exemption.

IV. Request for Comments

In accordance with 49 U.S.C. 31315(b)(6), FMCSA requests public comment from all interested persons on DCNA's application for an exemption. All comments received before the close of business on the comment closing date indicated at the beginning of this notice

will be considered and will be available for examination in the docket at the location listed under the **ADDRESSES** section of this notice. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable. In addition to late comments, FMCSA will also continue to file, in the public docket, relevant information that becomes available after the comment closing date. Interested persons should continue to examine the public docket for new material.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2022-16868 Filed 8-4-22; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Final Agency Actions on Proposed Railroad Project in California

AGENCY: Federal Railroad Administration (FRA), DOT.

ACTION: Notice.

SUMMARY: This notice announces final environmental actions taken by the Federal Railroad Administration (FRA) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project. By this notice, FRA is advising the public of the time limit to file a claim seeking judicial review of the action.

DATES: A claim seeking judicial review of FRA action for the Project will be barred unless the claim is filed on or before August 5, 2024. If Federal law later authorizes a time period of less than 2 years for filing such claim, then that shorter time period applies.

FOR FURTHER INFORMATION CONTACT: For questions about this notice, please contact Amanda Ciampolillo, Supervisory Environmental Protection Specialist, Office of Railroad Policy and Development, FRA, telephone: (617) 866-9398, email: Amanda.Ciampolillo@dot.gov. For legal questions, please contact Faris Mohammed, Attorney-Advisor, Office of the Chief Counsel, FRA, telephone: (202) 763-3230, email: Faris.Mohammed@dot.gov.

SUPPLEMENTARY INFORMATION: Notice is given that FRA has taken final agency actions, subject to 49 U.S.C. 24201(a)(4) and 23 U.S.C. 139(l)(1), by issuing certain approvals for the following railroad project: Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (Project). The Project consists of a corridor-wide planning study of intercity passenger rail service between

the cities of Los Angeles and Coachella, CA. FRA conducted the study in coordination with the California Department of Transportation and the Riverside County Transportation Commission. The purpose of the Project is to evaluate options for providing intercity passenger rail service to serve a range of purposes for travel between the Coachella Valley and the Los Angeles Basin, including business, social, medical, leisure, and recreational trips.

This notice applies to all decisions on the Project as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to, National Environmental Policy Act (NEPA) [42 U.S.C. 4321-4375], Section 4(f) of the Department of Transportation Act [23 U.S.C. 138, 49 U.S.C. 303], Section 106 of the National Historic Preservation Act [54 U.S.C. 306108], and the Clean Air Act [42 U.S.C. 7401-7671q]. The actions on the Project, as well as the laws under which such actions were taken, are described in the combined Final Environmental Impact Statement/Record of Decision (FEIS/ROD) approved on June 3, 2022. The FEIS/ROD and other documents are available at <https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan>.

(Authority: 49 U.S.C. 24201(a)(4) and 23 U.S.C. 139(l)(1))

Issued in Washington, DC.

Jamie P. Rennert,

Director, Office of Infrastructure Investment.

[FR Doc. 2022-16854 Filed 8-4-22; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

[Docket No. DOT-OST-2022-0082]

Request for Information; Thriving Communities Initiative

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

ACTION: Request for information.

SUMMARY: The Bipartisan Infrastructure Law (BIL) enacted as the Infrastructure Investment and Jobs Act (IIJA) created several new programs at the US Department of Transportation (DOT) that allow local governments, non-profit organizations, tribal governments, and other political subdivisions of state or local governments to apply directly for DOT discretionary grant funding. In response to President Biden's Executive Orders, "Advancing Racial Equity and Support for Underserved Communities Through the Federal Government," and