

Dated: March 25, 2022.

**Naomi Sipple,**

*Reports Clearance Officer, Social Security Administration.*

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**BILLING CODE 4191-02-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[DOT-OST-2022]

#### Research, Engineering, and Development Advisory Committee (REDAC); Notice of Public Meeting

**AGENCY:** Federal Aviation Administration, Department of Transportation.

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a meeting of the Research, Engineering, and Development Advisory Committee (REDAC).

**DATES:** The meeting will be held on April 14, 2022, from 10:00 a.m.–5:00 p.m. EST.

Requests for accommodations to a disability must be received by March 31, 2022. Individuals requesting to speak during the meeting must submit a written copy of their remarks to DOT by March 31, 2022. Requests to submit written materials to be reviewed during the meeting must be received no later than March 31, 2022.

**ADDRESSES:** The meeting will be held virtually. Virtual attendance information will be provided upon registration. A detailed agenda will be available on the REDAC internet website at <http://www.faa.gov/go/redac> at least one week before the meeting, along with copies of the meeting minutes after the meeting.

**FOR FURTHER INFORMATION CONTACT:** Chinita Roundtree-Coleman, REDAC PM/Lead, FAA/U.S. Department of Transportation, at [chinita.roundtree-coleman@faa.gov](mailto:chinita.roundtree-coleman@faa.gov) or (609) 485-7149. Any committee-related request should be sent to the person listed in this section.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

The Research, Engineering, and Development Advisory Committee was created under the Federal Advisory Committee Act (FACA), in accordance with Public Law 100-591 (1988) and Public Law 101-508 (1990) to provide advice and recommendations to the FAA Administrator in support of the Agency's Research and Development (R&D) portfolio.

##### II. Agenda

At the meeting, the agenda will cover the following topics:

- FAA Research and Development Strategies, Initiatives and Planning,
- Impacts of emerging technologies, new entrant vehicles, and dynamic operations within the National Airspace System.

##### III. Public Participation

The U.S. Department of Transportation is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

There will be 45 minutes allotted for oral comments from members of the public joining the meeting. To accommodate as many speakers as possible, the time for each commenter may be limited. Individuals wishing to reserve speaking time during the meeting must submit a request at the time of registration, as well as the name, address, and organizational affiliation of the proposed speaker. If the number of registrants requesting to make statements is greater than can be reasonably accommodated during the meeting, the FAA may conduct a lottery to determine the speakers. Speakers are requested to submit a written copy of their prepared remarks for inclusion in the meeting records and circulation to REDAC members before the deadline listed in the **DATES** section. All prepared remarks submitted on time will be accepted and considered as part of the meeting's record. Any member of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on this 24th day of March.

**Chinita Roundtree-Coleman,**  
*REDAC PM/Lead, Federal Aviation Administration.*

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**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Notice of Final Agency Actions on Proposed Railroad Project in California on Behalf of the California High Speed Rail Authority

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

**ACTION:** Notice.

**SUMMARY:** FRA, on behalf of the California High-Speed Rail Authority (Authority), is issuing this notice to announce actions taken by the Authority that are final. By this notice, FRA is advising the public of the time limit to file a claim seeking judicial review of the actions. The actions relate to the California High-Speed Rail Burbank to Los Angeles Project Section (Project). These actions grant approvals for project implementation pursuant to the National Environmental Policy Act (NEPA) and other laws, regulations, and executive orders.

**DATES:** A claim seeking judicial review of the agency actions on the Project will be barred unless the claim is filed on or before March 29, 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 the Authority:* Scott Rothenberg, NEPA Assignment Manager, Environmental Services, California High-Speed Rail Authority, telephone: (916) 403-6936; email: [Scott.Rothenberg@hsr.ca.gov](mailto:Scott.Rothenberg@hsr.ca.gov).

*For FRA:* Andréa Martin, Senior Environmental Protection Specialist, Office of Railroad Policy and Development (RPD), telephone: (202) 493-6201, email: [Andrea.Martin@dot.gov](mailto:Andrea.Martin@dot.gov).

**SUPPLEMENTARY INFORMATION:** Effective July 23, 2019, FRA assigned, and the State of California acting through the Authority assumed, environmental responsibilities for the California High-Speed Rail (HSR) System pursuant to 23 U.S.C. 327. Notice is given that the Authority has taken final agency actions subject to 23 U.S.C. 139(l)(1); 49 U.S.C. 24201(a)(4) by issuing approvals for the Project.

The purpose of the California HSR System<sup>1</sup> is to provide a reliable, high-speed, electric-powered train system that links the major metropolitan areas of California, delivering predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit, and the highway network, and to relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and

<sup>1</sup> The California HSR System will be implemented in two phases. Phase 1 will connect San Francisco to Los Angeles and Anaheim via the Pacheco Pass and the southern Central Valley. Phase 2 will extend the HSR system from the Central Valley (starting at the Merced Station) to the state's capital in Sacramento and from Los Angeles to San Diego.