

The Department reviewed this rescission under the provisions of the Regulatory Flexibility Act. The regulation the Department is rescinding pertains to procedures within the Department for the coordination of enforcement activities by WHD, OSHA, and ETA relating to migrant farmworkers, so there is no impact on small entities. Therefore, the Department concludes that the impacts of the rescission would not have a "significant economic impact on a substantial number of small entities," and that the preparation of an FRFA is not warranted.

C. Review Under the Paperwork Reduction Act

This rescission imposes no information collection or record-keeping requirements. Accordingly, Office of Management and Budget clearance is not required under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

D. Review Under Executive Order 13132

E.O. 13132, "Federalism," 64 FR 43255 (Aug. 10, 1999), imposes certain requirements on Federal agencies formulating and implementing policies or regulations that preempt State law or that have federalism implications. E.O. 13132 requires agencies to examine the constitutional and statutory authority supporting any action that would limit the policymaking discretion of the States and to carefully assess the necessity for such actions. E.O. 13132 also requires agencies to have an accountable process to ensure meaningful and timely input by State and local officials in the development of regulatory policies that have federalism implications.

The Department has examined this rescission and has determined that it does not have a substantial direct effect on the States, on the relationship between the Federal government and the States, or on the distribution of power and responsibilities among the various levels of government.

E. Review Under the Unfunded Mandates Reform Act

Title II of the Unfunded Mandates Reform Act of 1995 (UMRA) requires each Federal agency to assess the effects of Federal regulatory actions on State, local, and Tribal governments and the private sector. Public Law 104–4, sec. 201 (codified at 2 U.S.C. 1531). For a regulatory action likely to result in a rule that may cause the expenditure by State, local, and Tribal governments, in the aggregate, or by the private sector of \$100 million or more in any one year (adjusted annually for inflation), section

202 of UMRA requires a Federal agency to publish a written statement that estimates the resulting costs, benefits, and other effects on the national economy. 2 U.S.C. 1532(a), (b). The UMRA also requires a Federal agency to develop an effective process to permit timely input by elected officers of State, local, and Tribal governments on a "significant intergovernmental mandate," and requires an agency plan for giving notice and opportunity for timely input to potentially affected small governments before establishing any requirements that might significantly or uniquely affect them.

The Department examined this rescission according to UMRA and its statement of policy and determined that the rescission does not contain a Federal intergovernmental mandate, nor is it expected to require expenditures of \$100 million or more in any one year by State, local, and Tribal governments, in the aggregate, or by the private sector. As a result, the analytical requirements of UMRA do not apply.

F. Executive Order 13175 (Indian Tribal Governments)

The Department has reviewed this final rule under the terms of E.O. 13175 and the Department's Tribal Consultation Policy and has concluded that the changes to regulatory text will not have Tribal implications. These changes do not have substantial direct effects on one or more Indian Tribes, the relationship between the Federal government and Indian Tribes, nor the distribution of power and responsibilities between the Federal government and Tribal governments.

G. Plain Language

E.O. 12866, E.O. 13563, and the Presidential Memorandum of June 1, 1998 (Plain Language in Government Writing), direct executive departments and agencies to use plain language in all rulemaking documents published in the **Federal Register**. The goal is to make the government more responsive, accessible, and understandable in its communications with the public. Accordingly, the Department drafted this final rule in plain language.

List of Subjects in 29 CFR Part 42

Law enforcement, Migrant labor, Occupational Safety and Health Administration.

PART 42—[REMOVED AND RESERVED]

For the reasons stated in the preamble, and under the authority of 5

U.S.C. 301, the Department removes and reserves 29 CFR Part 42.

Marek Laco,

Acting Assistant Secretary, Employment and Training.

David Keeling,

Assistant Secretary, Occupational Safety and Health.

Andrew B. Rogers,

Administrator, Wage and Hour Division.

[FR Doc. 2026–17726 Filed 8–28–26; 8:45 am]

BILLING CODE P

DEPARTMENT OF LABOR

Office of Federal Contract Compliance Programs

41 CFR Part 60–300

[Docket No. OFCCP–2025–0002]

RIN 1250–AA19

Modifications to the Regulations Implementing the Vietnam Era Veterans' Readjustment Assistance Act of 1974, as Amended; Correction

AGENCY: Office of Federal Contract Compliance Programs, Labor.

ACTION: Final rule; correction.

SUMMARY: The U.S. Department of Labor published a final rule in the **Federal Register** on August 21, 2026, revising its implementing regulations for the Vietnam Era Veterans' Readjustment Assistance Act of 1974, as amended (VEVRAA). This document corrects amendatory instructions included in the final rule.

DATES: These corrections are effective September 21, 2026.

FOR FURTHER INFORMATION CONTACT: Kenneth Wolfe, Director, OFCCP, 200 Constitution Avenue NW, Washington, DC 20210. Telephone: 202–693–0101. Email: ofccp_guidance@dol.gov.

SUPPLEMENTARY INFORMATION:

Correction

The U.S. Department of Labor makes the following correction to the final rule (FR Doc. 2026–17116) published on August 21, 2026 (91 FR 54234):

§ 60–300.2 [Corrected]

■ 1. On page 54237, column 3, in amendatory instruction 3 for § 60–300.2, the instruction "Amend § 60–300.2 by revising paragraphs (f), (o), (p), and (aa) to read as follows:" is corrected to read "Amend § 60–300.2 by revising paragraph (f), the introductory text of paragraph (o), paragraph (p), and paragraph (aa) to read as follows:"

Dated: August 27, 2026.

Kenneth Wolfe,

Director, Office of Federal Contract
Compliance Programs.

[FR Doc. 2026-17757 Filed 8-28-26; 8:45 am]

BILLING CODE 4510-CM-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

49 CFR Part 214

[Docket No. FRA-2025-0083]

RIN 2130-AD44

Repealing Outdated Railroad Workplace Safety Requirements and Making Other Improvements

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

ACTION: Final rule.

SUMMARY: This rule repeals several roadway workplace safety requirements that have become obsolete. In addition, FRA establishes a new special approval procedure to enable regulated entities, after public notice and FRA approval, to utilize an alternative approach to bridge worker safety that provides for an equivalent or better level of safety. Also, this rule clarifies that the required training for operators of roadway maintenance machines equipped with a crane includes specific aspects such as maintaining vertical clearance.

DATES: This rule is effective September 30, 2026.

FOR FURTHER INFORMATION CONTACT:
Timothy Presser, Track Specialist,
Office of Railroad Safety, FRA,
telephone: (208) 241-9458, email:
timothy.presser@dot.gov; or Aaron
Moore, Senior Attorney, FRA,
telephone: (202) 853-4784, email:
aaron.moore@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

Consistent with Executive Order (E.O.) 14192, *Unleashing Prosperity Through Deregulation* (90 FR 9065, Feb. 6, 2025), and E.O. 14219, *Ensuring Lawful Governance and Implementing the President's "Department of Government Efficiency" Deregulatory Initiative* (90 FR 10583, Feb. 25, 2025), FRA is reviewing its regulatory requirements in 49 CFR parts 200 through 299 and repealing requirements that are outdated and redundant.

On July 1, 2025, FRA published a notice of proposed rulemaking (NPRM) that proposed to amend some of the

requirements in part 214 to reduce burdens, to make technical or conforming changes, to repeal aged-out regulations, or otherwise to adjust to advancing technology or recent incidents, without any adverse effect on railroad safety. 90 FR 28629 (July 1, 2025). During the comment period that closed on September 2, 2025, FRA received comments from the Brotherhood of Maintenance of Way Employees Division (BMWED)¹ and the Transportation Trades Department, AFL-CIO (TTD).²

In summary, BMWED and TTD generally supported most proposals FRA made in the NPRM, including the proposed special approval procedure for alternative bridge worker safety systems in section 214.119. Both commenters recommended that this proposed procedure be amended to require third-party verification of proposed alternative safety systems and direct consultation with labor representatives, and that FRA issue formal guidance on its review process for petitions requesting special approval of alternative bridge worker safety proposals. In addition, both commenters expressed concern with the repeal of section 214.515(b), arguing that if machines in service lack adequate overhead protection, workers should retain the right to request such protection. FRA disagrees with the recommended changes to the proposed special approval procedure, but the agency agrees with the concerns about eliminating section 214.515(b). FRA discusses the comments it received further in the *Section-by-Section Analysis*. FRA finalizes the NPRM as proposed, except FRA retains existing 49 CFR 214.515(b), based on BMWED's and TTD's comments.

II. Section-by-Section Analysis

This section-by-section analysis addresses only the specific sections that were commented on directly and that FRA is amending in a way that differs from FRA's proposal in the NPRM. Please reference the NPRM's section-by-section analysis for further information regarding the sections FRA is adopting as proposed in the NPRM—that is, sections 214.331, 214.333, 214.335, 214.347, 214.513, 214.517, and 214.533.

¹ <https://www.regulations.gov/comment/FRA-2025-0083-0003>; <https://www.regulations.gov/comment/FRA-2025-0083-0004>; <https://www.regulations.gov/comment/FRA-2025-0083-0006>.

² <https://www.regulations.gov/comment/FRA-2025-0083-0007>.

Section 214.119 Special Approval Procedure

Because 49 CFR part 214, subpart B is highly prescriptive and therefore discourages innovation or the deployment of advancing technology in bridge worker safety systems, this final rule adds a new section 214.119 that provides for a special approval procedure similar to the procedure provided in 49 CFR 238.21. The special approval procedure enables a regulated entity, after public notice and FRA approval, to utilize an alternative approach to bridge worker safety that provides for an equivalent or better level of safety. The comments received from BMWED and TTD both recommended that FRA revise the proposed rule to require third-party safety verification of proposed alternative bridge worker safety systems. FRA notes that the final rule, in paragraph (b)(3), requires a railroad to include in its petition appropriate data or analysis, or both, establishing that the alternative will provide at least an equivalent level of safety. A railroad could include, as part of its petition, a third-party safety verification of the railroad's proposal. To provide a petitioner with appropriate flexibility to establish that its proposal would result in at least an equivalent level of safety, FRA declines to revise the proposal as suggested.

BMWED and TTD also recommended that FRA require the proposing railroad to consult with the affected labor representatives directly, including to solicit input, not only to notify the affected labor representatives, as the NPRM proposed. FRA disagrees. This special approval procedure generally mirrors other special approval procedures used elsewhere in FRA's regulations (e.g., 49 CFR 238.21), and FRA sees no need to deviate from this consistent framework. A railroad must provide notice of the petition to the designated representatives of its employees, under new paragraph (b)(4), and a railroad may coordinate with such representatives earlier, including during the development of the railroad's proposed alternative bridge worker safety standard.

Section 214.357 Training and Qualification for Operators of Roadway Maintenance Machines Equipped With a Crane

This final rule amends paragraph (b) of this section to clarify that the required training for operators of roadway maintenance machines equipped with a crane includes specific aspects such as maintaining vertical clearance. FRA expects that issues such