

approval requirements of 49 U.S.C. 11323. *See* 49 CFR 1180.2(d)(2).

The earliest this transaction may be consummated is October 17, 2026, the effective date of the exemption (30 days after the verified notice was filed).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than October 9, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36957, should be filed with the Surface Transportation Board via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on MIP GP's representative, Terence M. Hynes, Sidley Austin LLP, 1501 K Street NW, Washington, DC 20005.

According to MIP GP, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at www.stb.gov.

Decided:

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

Regena Smith-Bernard,
Clearance Clerk.

[FR Doc. 2026-20205 Filed 10-1-26; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. FD 36946]

Alameda Belt Line—Operation Exemption—Board of Harbor Commissioners of the Port of Los Angeles, Board of Harbor Commissioners (Long Beach), Alameda Corridor Transportation Authority, and Union Pacific Railroad Company

Alameda Belt Line (ABL), a Class III railroad, has filed a verified notice of exemption pursuant to 49 CFR 1150.41 to assume common carrier operations over various tracks and terminal facilities in the Los Angeles Basin area (the Lines).¹ The Lines are owned in part by the City of Los Angeles (LA), a municipal corporation, acting through its Board of Harbor Commissioners; in part by the City of Long Beach (LB), a municipal corporation, acting through its Board of Harbor Commissioners; and in part by UP. The Lines are within and proximate to the terminal facilities of POLA and POLB and are composed of: (1) track owned by LA, within and proximate to POLA; (2) track owned or leased by LB, within and adjacent to POLB; (3) track jointly owned by POLA and POLB constituting the south end of the Alameda Corridor between milepost 16.1 at CP West Thenard, Cal., and milepost 18.2 at CP Badger Bridge, Cal., including a connecting segment extending between milepost 16.8 at CP Long Beach Junction, Cal., and milepost 17.7 at CP Gaspur, Cal.;² (4) the portion of the Alameda Corridor extending from milepost 0.0 at CP East Redondo, Cal., to milepost 16.1 at CP West Thenard, a triple-tracked main line corridor owned jointly by POLA and POLB;³ and (5) the UP-owned Northerly Drill Track, also known as the Patata Industrial Lead, extending from milepost 15.9 at CP Firestone Park, Cal., to milepost 21.7 at CP Compton, Cal.; and the UP owned Southerly Drill Track, also known as the Carson Industrial Lead, extending from

¹ ABL states that it is a privately-held railroad company granted common carrier dispatching authority pursuant to *Alameda Belt Line—Operation Exemption—Board of Harbor Commissioners of the Port of Los Angeles*, FD 36787 (STB served July 22, 2024). ABL further states that it provides dispatching over the trackage known as the Alameda Corridor, which functions as a conduit for BNSF Railway Company and Union Pacific Railroad Company (UP) traffic flowing to and from the Port of Los Angeles (POLA) and the Port of Long Beach (POLB).

² ABL states that it will acquire non-exclusive rights over this track.

³ ABL states that it will acquire non-exclusive rights over this track. According to the verified notice, asset administration for the Alameda Corridor has been delegated to the Alameda Corridor Transportation Authority (ACTA).

milepost 12.8 at CP Tyler, Cal., to milepost 16.1 at CP West Thenard.

According to the verified notice, Pacific Harbor Line, Inc. (PHL), currently operates the Lines, providing terminal service to POLA and POLB. ABL states that it is currently negotiating separate agreements with LA, LB, ACTA, UP, and, as needed, jointly with POLA and POLB. According to the verified notice, ABL anticipates that all agreements essential to the transaction will be finalized in October 2026. ABL further states that pursuant to those agreements, it will replace PHL as the provider of terminal switching service to POLA and POLB. The verified notice does not indicate that PHL has consented to the discontinuance of its operating authority. PHL therefore will retain all existing common carrier authority to operate over the Lines. However, PHL may seek Board authority to discontinue operations over the Lines, or a third party may request that the Board authorize an “adverse” discontinuance of PHL’s operating authority.

The verified notice states that none of the agreements governing the transaction involves any provision barring or limiting ABL’s future interchange with any third-party connecting carrier. ABL further certifies its status as a terminal switching carrier will qualify ABL to be a Class III railroad pursuant to 49 CFR part 1201, General Instruction 1–1(d). Pursuant to 49 CFR 1150.42(e), if a carrier’s projected annual revenues will exceed \$5 million, it must, at least 60 days before the exemption is to become effective, post a notice of its intent to undertake the proposed transaction at the workplace of the employees on the affected lines, serve a copy of the notice on the national offices of the labor unions with employees on the affected lines, and certify to the Board that it has done so. On July 13, 2026, ABL certified that it posted the required 60-day notice at the workplaces of current PHL employees who work on the Lines and served a copy of the notice on the national offices of the labor union with employees on the Lines.

The earliest this transaction may be consummated is October 16, 2026, the effective date of the exemption. If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than October 9, 2026.

All pleadings, referring to Docket No. FD 36946, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on ABL's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606.

According to ABL, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at www.stb.gov.

Decided: September 29, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

Aretha Laws-Byrum,
Clearance Clerk.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2026-1985]

Agency Information Collection

Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Drug and Alcohol Testing Program for Personnel Engaged in Specified Aviation Activities

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 24, 2026. The information collected is used to determine program compliance or non-compliance of regulated aviation employers and contractors (including certificated foreign repair stations that must comply with the FAA's final rule, Drug and Alcohol Testing of Certificated Repair Station Employees Located Outside of the United States), conduct oversight planning, determine employers required to provide annual Management Information System (MIS)

testing information, and communicate with entities subject to the program regulations.

DATES: Written comments should be submitted by November 2, 2026.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

FOR FURTHER INFORMATION CONTACT:

Latonya Williams by email at: Latonya.Williams@faa.gov; phone: 202-267-8442.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information.

OMB Control Number: 2120-0535

Title: Drug and Alcohol Testing

Program for Personnel Engaged in Specified Aviation Activities

Form Numbers: There are no FAA forms associated with this collection.

Type of Review: Renewal

Background: The **Federal Register**

Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 24, 2026 (91 FR 22215). The FAA mandates specified aviation entities to conduct drug and alcohol testing under its regulations, Drug and Alcohol Testing Program (14 CFR part 120), 49 U.S.C. 31306 (Alcohol and controlled substances testing), the Omnibus Transportation Employee Testing Act of 1991 (the Act), the FAA Modernization and Reform Act of 2012 (the Act), and the FAA final rule (Drug and Alcohol Testing of Certificated Repair Station Employees Located Outside of the United States). The FAA uses information collected for determining program compliance or non-compliance of regulated aviation employers and contractors (including certificated foreign repair stations that must comply with the FAA's final rule, Drug and Alcohol Testing of Certificated Repair Station Employees Located Outside of the United States), oversight planning, determining who must provide annual MIS testing information,

and communicating with entities subject to the program regulations. In addition, the information is used to ensure that appropriate action is taken regarding flight crewmembers and other safety-sensitive employees who have tested positive for drugs, engaged in prohibited alcohol related-conduct, or refused to submit to testing.

Information collected includes 15 categories of information for domestically regulated entities (policy promulgation, registration information if required, supervisory training documentation, employee training documentation, reasonable cause and suspicion documentation, post-accident determination documentation, voluntary disclosure information, emergency maintenance reports, scientifically valid random testing process information, medical review officer contract recordkeeping, Substance Abuse Professional return-to-duty requirements, and reporting of refusals to take a drug or alcohol test or positive drug or alcohol test results) and five categories of information for foreign repair stations (information related to the issuance of the Drug and Alcohol Testing Paragraph/A449, parent corporation information collection if combining programs, program development and maintenance information, training records, and testing records). Of the responses, the FAA estimates that most (at least 80%) are submitted electronically. The remaining responses consist of recordkeeping and may be accomplished in any form (electronic or otherwise) that the respondents choose.

Respondents: Approximately 7,159 affected entities annually.

Frequency: On Occasion.

Estimated Average Burden per Response: 1 hour (rounded up from 0.957 hours per response).

Estimated Total Annual Burden: 325,181 Hours.

Issued in Washington, DC.

Nancy Rodriguez Brown,

Director, Drug Abatement Division, Aviation Safety, AAM-800.

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