that Mr. Plisch's ICD has never deployed and his ejection fraction has improved since his ICD was implanted from 30–35% in 2021 to 40–45%.

*Cody Smith*

Cody Smith is a class AM driver's license holder in Texas. An August 26, 2026 letter from Mr. Smith's cardiologist reports that his ICD was implanted in August 2016, for an acute myocardial infarction due to ventricular fibrillation. Mr. Smith's cardiologist also reports that he has had no arrhythmic events and no appropriate device therapies since the index event in 2016. Mr. Smith has a sustained arrhythmia- free interval of approximately 10 years and he is clinically stable and asymptomatic.

**V. 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 applications described in this notice. FMCSA 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. 2026–23207 Filed 11–13–26; 8:45 am]

**BILLING CODE 4910–EX–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

**[Docket Number FRA–2010–0043]**

### Northern Indiana Commuter Transportation District's Request To Amend Its Positive Train Control System

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

**ACTION:** Notice of availability and request for comments.

**SUMMARY:** This document provides the public with notice that, on November 1, 2026, the Northern Indiana Commuter Transportation District (NICD) submitted a request for amendment (RFA) to its FRA-certified positive train control (PTC) system. NICD intends to replace several Cisco Networking devices as part of a PTC hardware replacement project. This will involve three of NICD's trains, Trains 35, 432, and 601, operating without PTC technology for approximately three hours from 11:00 p.m. to 2:20 a.m. on one date that is to be determined following FRA's review and approval. FRA is publishing this notice and inviting public comment on NICD's RFA to its PTC system.

**DATES:** FRA will consider comments received by December 7, 2026. FRA may consider comments received after that date to the extent practicable and without delaying implementation of valuable or necessary modifications to a PTC system.

**ADDRESSES:**

*Comments:* Comments may be submitted by going to *https://www.regulations.gov* and following the online instructions for submitting comments.

*Instructions:* All submissions must include the agency name and the applicable docket number. The relevant PTC docket number for this host railroad is Docket No. FRA–2010–0043. For convenience, all active PTC dockets are hyperlinked on FRA's website at *https://railroads.dot.gov/research-development/program-areas/train-control/ptc/railroads-ptc-dockets.* All comments received will be posted without change to *https://www.regulations.gov;* this includes any personal information.

**FOR FURTHER INFORMATION CONTACT:** Gabe Neal, Staff Director, Signal, Train Control, and Crossings Division, telephone: 816–516–7168, email: *Gabe.Neal@dot.gov.*

**SUPPLEMENTARY INFORMATION:** In general, 49 U.S.C. 20157(h) requires FRA to certify that a host railroad's PTC system complies with 49 CFR part 236, subpart I, before the technology may be operated in revenue service. Before making certain changes to an FRA-certified PTC system or the associated FRA-approved PTC Safety Plan (PTCSP), a host railroad must submit, and obtain FRA's approval of, an RFA to its PTC system or PTCSP under 49 CFR 236.1021.

Under 49 CFR 236.1021(e), FRA's regulations provide that FRA will publish a notice in the **Federal Register** and invite public comment in accordance with 49 CFR part 211, if an RFA includes a request for approval of a material modification of a signal or train control system. Accordingly, this notice informs the public that, on November 1, 2026, NICD submitted an RFA to its PTCSP for its Interoperable Electronic Management System (I–ETMS), which seeks FRA's approval for a temporary outage of I–ETMS on three NICD trains to enable NICD to replace several Cisco Networking devices as part of PTC hardware replacement project. That RFA is available in Docket No. FRA–2010–0043.

Interested parties are invited to comment on NICD's RFA by submitting written comments or data. During FRA's review of NICD's RFA, FRA will consider any comments or data submitted within the timeline specified in this notice and to the extent practicable, without delaying implementation of valuable or necessary modifications to a PTC system. *See* 49 CFR 236.1021; *see also* 49 CFR 236.1011(e). Under 49 CFR 236.1021, FRA maintains the authority to approve, approve with conditions, or deny a railroad's RFA at FRA's sole discretion.

**Privacy Act Notice**

In accordance with 49 CFR 211.3, FRA solicits comments from the public to inform its decisions. DOT posts these comments, without edit, including any personal information the commenter provides, to *https://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 *https://www.regulations.gov/privacy-notice* for the privacy notice of *regulations.gov.* To facilitate comment tracking, we encourage commenters to provide their name, or the name of their organization; however, submission of names is optional. If you wish to provide comments containing proprietary or confidential information, please contact FRA for alternate submission instructions.

Issued in Washington, DC.

**Carolyn R. Hayward-Williams,**

*Director, Office of Railroad Systems and Technology.*

[FR Doc. 2026–23222 Filed 11–13–26; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

**[Docket No. NHTSA–2026–1453]**

### Agency Information Collection Activities; Notice and Request for Comment; 49 CFR Part 555, Temporary Exemption From Motor Vehicle Safety and Bumper Standards

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

**ACTION:** Notice and request for comments on a request for approval of a new information collection.

**SUMMARY:** NHTSA invites public comments about our intention to request approval from the Office of Management and Budget (OMB) for a new information collection. Before a Federal agency can collect certain information from the public, it must receive

approval from OMB. Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections. This document describes a collection of information for which NHTSA intends to seek OMB approval titled ''49 CFR part 555, Temporary Exemption from Motor Vehicle Safety and Bumper Standards.''

**DATES:** Comments must be submitted on or before January 15, 2027.

**ADDRESSES:** You may submit comments identified by Docket No. NHTSA–2026–1453 through any of the following methods:

- *Electronic submissions:* Go to the Federal eRulemaking Portal at *http://www.regulations.gov.* Follow the online instructions for submitting comments.
- *Fax:* (202) 493–2251.
- *Mail or Hand Delivery:* Docket Management, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W58–213, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays. To be sure someone is there to help you, please call (202) 366–9826 or (202) 366–9317 before coming.

*Instructions:* All submissions must include the agency name and docket number for this notice. Note that all comments received will be posted without change to *http://www.regulations.gov,* including any personal information provided. Please see the Privacy Act heading below.

*Privacy Act:* Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit *https://www.transportation.gov/privacy.*

*Docket:* For access to the docket to read background documents or comments received, go to *http://www.regulations.gov* or the street address listed above. Follow the online instructions for accessing the dockets via internet.

**FOR FURTHER INFORMATION CONTACT:** Andrew Magaletti, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; email *Andrew.Magaletti@dot.gov;* telephone (202) 366–1810.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following: (a) whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (c) how to enhance the quality, utility, and clarity of the information to be collected; and (d) how to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.,* permitting electronic submission of responses. In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information for which the agency is seeking approval from OMB.

*Title:* 49 CFR part 555, Temporary Exemption from Motor Vehicle Safety and Bumper Standards.

*OMB Control Number:* New.

*Form Number(s):* N/A.

*Type of Request:* New Information Collection.

*Type of Review Requested:* Regular.

*Requested Expiration Date of Approval:* 3 years from date of approval.

**Summary of the Collection of Information**

Under 49 CFR part 555, a manufacturer of motor vehicles or passenger motor vehicles may apply to the National Highway Traffic Safety Administration for a temporary exemption from any Federal motor vehicle safety or bumper standard, or for a renewal of any exemption. Each application filed for an exemption or its renewal must be written in the English language and be submitted electronically to the Administrator. The application must state the full name and address of the applicant, the nature of its organization, and the name of the State or country under the laws of which it is organized. It must also state the number and title, and the text or substance of the standard or portion thereof from which the temporary exemption is sought, and the length of time desired for such exemption. The applicant must set forth the reasons why granting the exemption would be in the public interest, and, as applicable, consistent with the objectives of 49 U.S.C. Chapter 301 or Chapter 325.

Furthermore, the applicant must set forth the basis for the application and the information required for that specific basis. If the basis of the application is that compliance with the standard would cause substantial economic hardship to a manufacturer that has tried to comply with the standard in good faith, the applicant must provide engineering and financial information demonstrating in detail how compliance or failure to obtain an exemption would cause substantial economic hardship. This includes a list or description of each item of motor vehicle equipment that would have to be modified in order to achieve compliance, as well as the itemized estimated cost to modify each such item as soon as possible, and at the end of a 1-year, 2-year, and 3-year exemption period. The application must include the estimated price increase per vehicle to balance the total costs incurred, corporate balance sheets and income statements for the three fiscal years immediately preceding the filing of the application, a projected balance sheet and income statement for the fiscal year following a denial of the application, and a discussion of any other hardships. The applicant must also provide a description of its efforts to comply with the standards, including a chronological analysis of such efforts, a discussion of alternate means of compliance considered and the reasons for rejection of each, a description of the steps to be taken while the exemption is in effect, and the total number of motor vehicles produced by or on behalf of the petitioner in the 12-month period prior to filing the petition.

If the basis of the application is that the exemption would make easier the development or field evaluation of a new motor vehicle safety or impact protection features providing a safety or impact protection level at least equal to that of the standard, the applicant must provide a description of the safety or impact protection features, and research, development, and testing documentation establishing the innovational nature of such features. The applicant must provide an analysis establishing that the level of safety or impact protection of the feature is

equivalent to or exceeds the level of safety or impact protection established in the standard, along with substantiation that a temporary exemption would facilitate the development or field evaluation of the vehicle. The applicant must also include a statement whether, at the end of the exemption period, it intends to conform to the standard, apply for a further exemption, or petition for rulemaking to amend the standard to incorporate the safety or impact protection features.

If the basis of the application is that the exemption would make the development or field evaluation of a low-emission vehicle easier and would not unreasonably lower the safety or impact protection level of that vehicle, the applicant must provide substantiation that the vehicle is a low-emission vehicle, alongside research, development, and testing documentation establishing that a temporary exemption would not unreasonably degrade the safety or impact protection of the vehicle. This documentation must include a detailed description of how the motor vehicle equipped with the low-emission engine would differ from one that complies with the standard, the results of any tests conducted on the vehicle that demonstrate its failure to meet the standard expressed as comparative performance levels, and reasons why the failure to meet the standard does not unreasonably degrade the safety or impact protection of the vehicle. The applicant must also provide substantiation that a temporary exemption would facilitate the development or field evaluation of the vehicle, and a statement whether, at the end of the exemption period, the manufacturer intends to conform with the standard.

If the basis of the application is that the applicant is otherwise unable to sell a vehicle whose overall level of safety or impact protection is at least equal to that of a nonexempted vehicle, the applicant must provide a detailed analysis of how the vehicle provides the overall level of safety or impact protection at least equal to that of nonexempted vehicles. This analysis must include a detailed description of how the motor vehicle, if exempted, differs from one that conforms to the standard, a detailed description of any safety or impact protection features that the vehicle offers as standard equipment that are not required by the Federal standards, and the results of any tests conducted on the vehicle demonstrating that its overall level of safety or impact protection exceeds that which is achieved by conformity to the standards. The applicant must also provide substantiation that compliance would prevent the sale of the vehicle, and a statement whether, at the end of the exemption period, the manufacturer intends to comply with the standard.

For applications based on the development of new safety features, the development of low-emission vehicles, or an equal or greater overall safety level, the applicant must provide a statement that not more than 2,500 exempted vehicles will be sold in the United States in any 12-month period for which an exemption may be granted.

Once an exemption is granted, a manufacturer of an exempted vehicle shall submit to the Administrator, within 30 days after receiving notification of the grant of an exemption, a sample of the certification label and affix securely to the windshield or side window of each exempted vehicle a label in the English language.

If necessary, NHTSA may establish conditions for more direct and continuous oversight over exempt vehicles. Under this framework, NHTSA issues an initial operational authorization at the time that the grant notice is published in the **Federal Register** that would contain initial operational terms and conditions. The manufacturer would be able to begin manufacturing and commercially deploying vehicles immediately consistent with the terms and conditions of the initial authorization. The operational permissions could later be modified via additional operational authorizations, such as after a manufacturer requests a change. This approach gives NHTSA flexibility to change operational terms quickly and is particularly useful for vehicles equipped with advanced vehicle technologies, like automated driving systems (ADS), which may require expanding the scope of the operational permission as the ADS continues to develop. This allows the exemption to mirror real-world ADS development, which often starts with smaller, more limited operations, before expanding over time. Requests for modifications would include sufficient technical information about the vehicle technology and proposed operations to allow NHTSA to make a determination on whether to grant the modification request in whole or in part.

*Description of the Need for the Information and Proposed Use of the Information:* Under 49 U.S.C. 30113 and 32502, the Secretary of Transportation is authorized to exempt, on a temporary basis, motor vehicles from a Federal motor vehicle safety standard or passenger motor vehicles from a bumper standard. This statutory authority has been delegated to NHTSA. To implement these provisions, NHTSA promulgated 49 CFR part 555, which establishes the requirements for temporary exemptions. The information collections described in this document are necessary to administer the part 555 General Exemptions program.

NHTSA relies on the collected information to assess the merits of exemption applications submitted by motor vehicle manufacturers, alterers, and intermediate or final-stage manufacturers. Specifically, the agency uses the submitted documentation to determine whether granting a requested exemption is in the public interest, is consistent with the objectives of the National Traffic and Motor Vehicle Safety Act, and whether an applicant satisfies at least one of the four statutory bases for an exemption.[1]

Furthermore, as authorized by 49 U.S.C. 30113, NHTSA may establish appropriate terms and conditions for any granted exemption. The agency uses the submitted technical and operational information to tailor these terms on a case-by-case basis, ensuring the exemption is consistent with the public interest and meets its statutory basis. While this flexible approach to operational terms helps address the complexity of novel technologies like Automated Driving Systems (ADS), NHTSA applies it to any part 555 application as appropriate. Ultimately, this information collection is necessary for the agency to process applications, grant or deny petitions, apply safety conditions, and fulfill its statutory obligation to regulate motor vehicle safety.

*Affected Public:* The respondents are manufacturers of motor vehicles seeking temporary exemptions from Federal motor vehicle safety standards or bumper standards. This also includes alterers, incomplete vehicle manufacturers, intermediate manufacturers, and final-stage manufacturers seeking exemptions for vehicles built in two or more stages.

*Estimated Number of Respondents:* NHTSA estimates that, on average, approximately 13 manufacturers will apply for part 555 exemptions, 13 manufacturers will submit required labeling text, and 5 manufacturers will submit requests to modify operational authorizations annually.

*Frequency:* Applications for exemptions are submitted on an occasional, as-needed basis. However,

[1] 49 CFR 555.5.

exemptions may not be granted for longer than two or three years and manufacturers. Manufacturers may seek renewals of their exemptions. Requests for modification of operational authorizations are also submitted on occasional, as-needed basis. The submission of language for labeling is a one-time collection for each exemption granted.

*Estimated Number of Responses:* NHTSA estimates that it will receive, on average, approximately 13 part 555 applications, 13 submissions of requiring labeling language, and 5 requests to modify operational authorizations each year.

*Estimated Total Annual Burden Hours:* 1,453.

NHTSA estimates that the average time to prepare a part 555 application ranges from several dozen hours up to 80 hours depending on the complexity of the application. NHTSA estimates that the burden for applications submitted by low-volume manufacturers on the basis of economic hardship will take less time, while more complex applications involving vehicles with new and emerging technology, such highly complex Automated Driving Systems will take more. Conservatively, for an average of 13 manufacturers filing annually, NHTSA estimates the annual burden for compiling and submitting part 555 applications to be 1,040 hours. In addition, 13 manufacturers are estimated to spend an average annual total of 13 burden hours for submission of labeling language, and 5 manufacturers are expected to spend a total of 400 hours annually submitting requests to modify operational authorizations. As a result, the total estimated burden for this information collection is 1,453 annual burden hours.

To calculate the labor cost associated with submitting applications for temporary exemptions under 49 CFR part 555, submitted required labeling language, and submitting requests to modify operational authorizations, NHTSA looked at wage estimates for the type of personnel involved with compiling and submitting the documents. NHTSA estimates the total labor costs associated with these burden hours by looking at the average wage for technical, management, and legal personnel. The Bureau of Labor Statistics (BLS) estimates that the average hourly wage for Automotive Engineers/Technical Writers (BLS Occupation codes 17–2141/27–3042) is $48.47, for Architectural and Engineering Managers (BLS Occupation code 11–9041) is $78.38, and for Lawyers (BLS Occupation code 23–1011) is $89.38 in the Motor Vehicle Manufacturing Industry (NAICS 336100).[2] Across the allocated 80 hours per application (60 technical hours, 12 engineering management hours, and 8 legal review hours), the weighted average base hourly wage is $57.05.

The Bureau of Labor Statistics estimates that private industry workers' wages represent 70.4% of total labor compensation costs.[3] Therefore, NHTSA estimates the total loaded hourly labor cost to be $81.03 ($57.05 ÷ 0.704) for combined technical, engineering management, and legal staff. Assuming 13 annual respondents submitting 1 response each, NHTSA estimates the total annual burden to be 1,040 hours (13 × 80 hours) and the total annual labor cost to be $84,274.72 ($6,482.67 per submission × 13). Table 1 provides a summary of the estimated burden hours and labor costs associated with those submissions.

TABLE 1—BURDEN ESTIMATES

| Information collection | Annual respondents | Annual responses | Estimated burden per response (hours) | Average hourly labor cost | Labor cost per submission | Total burden hours | Total labor costs | Loaded labor costs |
|---|---|---|---|---|---|---|---|---|
| Part 555 Applications | 13 | 13 | 80 | $81.03 | $6,482.67 | 1,040 | $84,274.72 | $109,557.14 |
| Submission of Labeling Language | 13 | 13 | 1 | 81.03 | 81.03 | 13 | 1,053.39 | 1,369.41 |
| Requests to Modify Operational Authorization | 5 | 5 | 80 | 81.03 | 6,482.67 | 400 | 32,412.00 | 42,135.60 |
| Total | | | | | | 1,453 | 117,740.11 | 153,062.15 |

*Estimated Total Annual Burden Cost:* $0.

NHTSA estimates that there are no additional costs to respondents other than the costs associated with labor. Therefore, NHTSA estimates that the total costs to respondents will be $0.

*Public Comments Invited:* You are asked to comment on any aspects of this information collection, including (a) whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

*Authority:* The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; 49 CFR 1.49; and DOT Order 1351.29A.

**Jonathan Morrison,**

*Administrator.*

[FR Doc. 2026–23238 Filed 11–13–26; 8:45 am]

**BILLING CODE 4910–59–P**

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

**[Docket No. PHMSA–2025–0019]**

### Pipeline Safety: Meetings of the Liquid and Gas Pipeline Advisory Committees

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA); Department of Transportation (DOT).

**ACTION:** Notice of advisory committee meetings.

**SUMMARY:** This notice announces public meetings of the Technical Pipeline Safety Standards Committee, also known as the Gas Pipeline Advisory

[2] See *May 2023 National Industry-Specific Occupational Employment and Wage Estimates,* NAICS 336100—Motor Vehicle Manufacturing, available at *https://www.bls.gov/oes/2023/may/naics4_336100.htm* (accessed August 10, 2026).

[3] See *Employer Costs for Employee Compensation* (March 2023), available at *https://www.bls.gov/news.release/archives/ecec_06162023.pdf* (accessed August 10, 2026).