TOTAL ANNUAL BURDEN HOURS—Continued

Type of filing	Hours per response	Annual number of filings	Total annual burden hours
Total Annual Burden Hours			150

Total ''Non-hour Burden'' Cost: None identified. Appeals are submitted electronically to the Board.

Needs and Uses: The Appointments Clause of the Constitution requires that the executive adjudicatory decisionmaking authority of inferior officers be reviewable by principal officers who were appointed by the President with the advice and consent of the Senate. Thus, the decisions issued under authorities delegated by the Board or Chairman of the Board must be appealable to the Board. The Board provides for certain appeal standards and procedures throughout its regulations.

The Board makes this submission because, under the PRA, a federal agency that conducts or sponsors a collection of information must display a currently valid OMB control number. A collection of information, which is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c), includes agency requirements that persons submit reports, keep records, or provide information to the agency, third parties, or the public. Under 44 U.S.C. 3506(c)(2)(A), federal agencies are required to provide, prior to an agency's submitting a collection to OMB for approval, a 60-day notice and comment period through publication in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information.

Dated: November 18, 2026.

Aretha Laws-Byrum,

Clearance Clerk.

[FR Doc. 2026–23707 Filed 11–19–26; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36962]

Patriot Rail Company LLC, SteelRiver Transport Ventures LLC, Global Diversified Infrastructure Fund (North America) LP, First State Infrastructure Managers (International) Limited, and Mitsubishi UFJ Financial Group, Inc.—Continuance in Control Exemption—Bogalusa Central Railroad LLC

Patriot Rail Company LLC, SteelRiver Transport Ventures LLC, Global Diversified Infrastructure Fund (North America) LP, First State Infrastructure Managers (International) Limited, and Mitsubishi UFJ Financial Group, Inc., each a non-carrier (collectively, Patriot Rail), filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to continue in control of Bogalusa Central Railroad LLC (BCR) upon BCR becoming a Class III rail carrier.

This transaction is related to a verified notice of exemption filed concurrently in *Bogalusa Central Railroad—Acquisition Exemption—Rail Lines of Illinois Central Railroad,* Docket No. FD 36961, in which BCR seeks to acquire from Illinois Central Railroad Company approximately 95.5 miles of rail line between Bogalusa, La., and Brookhaven, Miss.

According to the verified notice, Patriot Rail currently controls 33 Class III railroad common carriers, collectively operating in several states. For a complete list of these rail carriers and the states in which they operate, see Patriot Rail's November 5, 2026 verified notice of exemption, available at *www.stb.gov*.

Patriot Rail represents that: (1) the rail line to be operated by BCR does not connect with the rail lines of any of the rail carriers currently controlled by Patriot Rail; (2) this transaction is not part of a series of anticipated transactions that would connect BCR with any railroad in the Patriot Rail corporate family; and (3) the transaction does not involve a Class I rail carrier. The proposed transaction is therefore exempt from the prior approval requirements of 49 U.S.C. 11323. *See* 49 CFR 1180.2(d)(2). The transaction may be consummated on or after December 5, 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. Accordingly, the Board may not impose labor protective conditions here because all of the carriers involved are Class III rail carriers.

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 November 27, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36962, 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, one copy of each pleading must be served on Patriot's representative, John M. Scheib, Gentry Locke Attorneys, 101 W. Main Street, Suite 705, Norfolk, Va. 23510.

According to the verified notice, 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: November 17, 2026.

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

Regena Smith-Bernard,

Clearance Clerk.

[FR Doc. 2026–23636 Filed 11–19–26; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2026–1354]

Agency Information Collection Activities: Notice of Request for Renewal of Currently Approved Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of request for renewal of currently approved information collection.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for renewal of an existing information collection that is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by January 19, 2027.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 1354 by any of the following methods:

Website: For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to *http://www.regulations.gov.*

Follow the online instructions for submitting comments.

Fax: 1–202–493–2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Marshall Wainright, *Marshall.Wainright@dot.gov,* (404) 895–6158 or Derrick Roma, *Derrick.Roma@dot.gov,* (202) 451–0787, Office of Real Estate Services, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 7 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Uniform Act Implementation and Right of Way Procedures Manuals.

OMB Control: 2125–0586.

Background: To ensure compliance with Federal laws and regulations, the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, (Uniform Act) codified in 42 U.S.C. Chapter 61 requires the collection of information and certifications from various respondents including Federal agencies; State Departments of Transportation (States); local public agencies and other grantees that acquire, manage, and dispose of real property as well as U.S. citizens and persons legally present in the United States displaced by such agencies under Federal or Federally assisted programs. In the implementation of the Uniform Act and programs administered under Title 23 U.S.C., State Departments of Transportation (States) prepare and maintain an up-to-date, right-of-way (ROW) procedures manual, in the format of their choosing, to comply with 23 CFR 710.201(c). The ROW procedures manual describes the organization, policies and procedures of the State in sufficient detail and depth to guide State employees, local acquiring agencies, and contractors who value, acquire, manage and dispose of real property used for federally funded transportation projects. States are required to periodically update manuals to reflect any changes in operations and submit those changes to FHWA for approval. In addition to the periodic updates, States are required to review and certify their updated ROW Manuals to FHWA every five years.

The Uniform Act implementing regulations at 49 CFR 24.301 addresses payments for a displaced person's actual, reasonable moving and related expenses with the option for reimbursement of such costs for residential displacements based on a fixed residential moving cost schedule as explained in 49 CFR 24.302. The FHWA requests States to analyze moving cost data periodically to assure that the fixed residential moving cost schedules accurately reflect reasonable moving and related expenses. The regulation allows States flexibility in determining how to collect the cost data to reduce the burden of government regulation. States submit updated fixed residential moving costs to FHWA electronically for approval and publication in the **Federal Register** and to FHWA's website. States then incorporate the updated fixed residential moving cost schedule into their updated ROW procedures manuals.

The Uniform Act in 42 U.S.C. 4621 requires displacing agencies to take into account the unique circumstances of each displaced person and 49 CFR 24.205 requires displacing agencies to conduct a personal interview with each displaced household, business, farm, or nonprofit organization to determine their needs and preferences, explain the relocation assistance and payments for which the person may be eligible, and explain the related eligibility requirements and procedures for obtaining such assistance. Displacing agencies will require each person who is to be displaced by a Federal or federally assisted project, as a condition of eligibility for relocation payments or advisory assistance, to certify they are lawfully present in the United States. The Uniform Act in 42 U.S.C. 4633(b)(4) also requires each Federal agency ''that has programs or projects requiring the acquisition of real property or causing a displacement from real property subject to the provisions of this chapter shall provide to the lead agency an annual summary report that describes the activities conducted by the Federal agency.'' The updated State ROW procedural manuals may be submitted to FHWA electronically or made available by posting on the State's website. The ROW manual certifications and annual acquisition and relocation statistical summary reports may be submitted to FHWA electronically.

Respondents: Federal agencies, 50 State DOTs; local and state governments; District of Columbia; Commonwealth of Puerto Rico; United States territories of American Samoa; Guam, N. Marina Is.; and the U.S. Virgin Islands (4 territories); and other persons administering projects or programs subject to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (Uniform Act).

Frequency: The frequency of the information collected will vary, depending on the Uniform Act requirements, between Annually, Periodically, and Per Displacement. The information collected by displacing agencies from the personal interview and certification of lawful presence in the United States will be collected Per Displacement and summarily reported Annually. The information from the States ROW procedure manual updates, acquisition, and relocation statistical summary reports will be collected Annually. The information on the fixed residential moving cost scheduled will be collected Periodically (approximately once every three years). The information on the ROW procedure manual certifications will be collected every 5 years.

Estimated Average Burden per Response:

Annual updates of ROW procedures manual—15 hours × 56 Respondents = 840 burden hours

5 Year Certification of ROW procedures manual—225 hours × 112 Respondents = 25,200 total burden hours. This equates to 5,040 hours annually

Fixed Residential Moving Cost Schedule, approximately once every 3 years—24 hours × 56 Respondents = 1344 total burden hours. This equates to 448 burden hours annually

Personal interview and certification of lawful presence in the United States per displacement—2 hours × 4,800 Respondents = 9,600 burden hours

Annual Statistical Acquisition and Relocation Summary Report—20 hours × 112 Respondents = 2,240 burden hours

Estimated Total Annual Burden Hours: The estimated total annual burden hours are 18,168.

Public Comments Invited: You are asked to comment on any aspect of this

information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.48.

Issued on: November 17, 2026.

Jazmyne Lewis,

Information Collection Officer.

[FR Doc. 2026–23661 Filed 11–19–26; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2021–0052]

Hours of Service (HOS) of Drivers; American Pyrotechnics Association (APA); Request To Include an Additional Member Company to Current APA HOS Exemptions

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of final disposition; grant of application for exemptions.

SUMMARY: FMCSA announces its decision to grant the American Pyrotechnics Association's (APA) application to add new member company North Star Fireworks LLC (North Star) to the APA's existing exemptions during the designated Independence Day periods. The exemptions allow drivers to exclude off-duty and sleeper berth time of any length from the calculation of the 14-hour limit and to use paper records of duty status (RODS) in lieu of electronic logging devices (ELDs). FMCSA has determined that the exemptions, subject to the terms and conditions set forth below, are likely to achieve a level of safety that is equivalent to, or greater than, the level of safety that would be achieved in the absence of the exemptions.

DATES: The exemptions are effective for the period June 28 through July 8, at 11:59 p.m. local time, each year through 2029.

FOR FURTHER INFORMATION CONTACT: Ms. Pearlie Robinson, FMCSA Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; *pearlie.robinson@dot.gov*.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to *https://www.regulations.gov/docket/FMCSA-2021-0052/document* and choose the document to review. To view comments, click this notice, then click ''Document Comments.'' If you do not have access to the internet, you may view the docket by visiting Dockets Operations in the DOT West Building, 1200 New Jersey Avenue SE, W58–213, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from the Federal Motor Carrier Safety Regulations (FMCSRs). FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including the applicant's safety analysis. The Agency must provide an opportunity for public comments on the request.

The Agency reviews the application, safety analyses, and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved absent such exemption, pursuant to the standard set forth in 49 U.S.C. 31315(b)(1). The Agency must publish its decision in the **Federal Register** (49 CFR 381.315(b)). If granted, the notice will identify the regulatory provision(s) from which the exempted party will be exempt, the effective period, and all terms and conditions of the exemption (49 CFR 381.315(c)(1)). If the exemption is denied, the notice will explain the reason for the denial (49 CFR 381.315(c)(2)). The exemption may be renewed (49 CFR 381.300(b)).

III. Background

Current Regulatory Requirements

The HOS regulation in 49 CFR 395.3(a)(2) prohibits the driver of a property-carrying commercial motor vehicle (CMV) from driving after the 14th hour after coming on duty following 10 consecutive hours off duty. Drivers required to prepare RODS must do so using ELDs under 49 CFR 395.8(a)(1)(i). However, under 49 CFR 395.8(a)(1)(ii)(A)(*1*), a motor carrier may allow its drivers to record their duty status manually, rather than use an ELD, if the driver is operating a CMV ''[i]n a manner requiring completion of a record of duty status on not more than 8 days within any 30-day period.''

Applicant's Request

APA's application for exemptions on behalf of North Star was described in detail in a **Federal Register** notice published on June 18, 2026 (91 FR 36937) and will not be repeated as the facts have not changed. The comment period closed on July 20, 2026.

On June 22, 2026, FMCSA granted a waiver to APA on behalf of North Star to cover the 2026 Independence Day period. The waiver provided the Agency time to complete the exemption process.

IV. Public Comments

The Agency did not receive comments in response to APA's request for exemptions.

V. FMCSA Decision

FMCSA has determined that granting exemptions to North Star under the existing APA exemptions will likely achieve a level of safety that is equivalent to, or greater than, the level of safety that would be achieved absent such exemptions. Prior to publishing the **Federal Register** notice announcing receipt of APA's application to add North Star to the current list of carriers operating under the exemptions, FMCSA reviewed North Star's records to ensure the carrier possesses an active USDOT registration, minimum required levels of insurance, and is not subject to any ''imminent hazard'' or other operational out-of-service (OOS) orders.

In addition, as part of its usual annual review of APA members operating under APA's exemption, the Agency also conducted a comprehensive review of the safety performance history on each of the motor carriers listed in the appendix table during the review process. As part of this process, FMCSA reviewed its Motor Carrier Management Information System safety records, including inspection and crash reports submitted to FMCSA by State agencies. The motor carriers have ''satisfactory'' safety ratings issued by FMCSA and valid Hazardous Materials Safety Permits. In addition, the Pipeline and Hazardous Materials Safety Administration reviewed its investigative records and found no adverse data.

Because FMCSA is limited by statute to granting an exemption for no longer