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 comment 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. Applicant's Request

Current Regulatory Requirements

On February 13, 2026, FMCSA published a final rule amending the Federal regulations for SDLAs issuing commercial driving credentials to foreign-domiciled individuals, effective March 16, 2026 (91 FR 7044). Under 49 CFR 383.73(f)(3)(ii)(A), as amended, SDLAs must not issue non-domiciled commercial learner's permits (CLPs) or CDLs unless the applicant provides evidence of lawful immigration status, as defined under 49 CFR 383.5. Section 383.5 provides that *evidence of lawful immigration status,* for applicants domiciled in foreign jurisdictions (other than U.S. territories), consists of an unexpired foreign passport and a Form I–94/94A issued by the U.S. Department of Homeland Security with an unexpired Admit Until Date indicating a classification of H–2A-Temporary Agricultural Workers, H–2B-Temporary Non-Agricultural Workers, or E–2-Treaty Investors.

Applicant's Request

Luca Donati seeks a 5-year exemption from the Federal requirements in 49 CFR 383.71(f) and the definition of ''evidence of lawful immigration status'' in 49 CFR 383.5 insofar as they permit issuance or renewal of a non-domiciled CLP or CDL only to applicants in H–2A, H–2B, or E–2 nonimmigrant statuses. The applicant specifically requests that FMCSA allow an SDLA to issue or renew his non-domiciled Class A CDL based on his valid Form 1–94 and E–1 Visa.

Mr. Donati states that he is a citizen of Italy who is present lawfully in the United States in E–1 nonimmigrant status. He states that his Form I–94 is valid until April 4, 2027, and his E–1 visa is valid through May 16, 2027. He says that the State of New Jersey issued his non-domiciled Class A CDL on August 12, 2024, and provided a copy of his foreign passport that shows an expiration date of May 16, 2027. In February 2026, when Mr. Donati appeared in person to renew his CDL, he indicates that the State of New Jersey downgraded his Class A license to Class D, despite FMCSA's September 2025 interim final rule having been judicially stayed and the February 13, 2026 final rule not taking effect until March 16, 2026. He states that without the relief he is seeking, he is unable to work in the occupation for which he is trained and lawfully authorized, notwithstanding that he remains lawfully present and authorized to work in the United States.

Applicant's Equivalent Level of Safety

Mr. Donati believes the exemption would not compromise safety, as the documentary requirement from which he seeks relief ''is not a measure of driver competence, medical fitness, or safety performance.'' He claims that granting this exemption would not alter any substantive safety requirement that is applicable to him. The applicant would remain fully subject to all testing, medical certification, controlled substance and alcohol testing requirements, hours of service, and disqualification requirements of 49 CFR parts 380 through 399. The applicant would also present an unexpired passport and Form I–94 at each licensing transaction, and consent to the same verification process of his status as is required of H–2A, H–2B, and E–2 applicants under 49 CFR 383.73(m). Mr. Donati further indicates that he would accept an immediate downgrade of the commercial privilege should he cease to hold lawful status consistent with 49 CFR 383.73(f)(5), and states that he would meet every safety-related and verification requirement that applies to the permitted classifications, thereby ensuring an equivalent level of safety.

A copy of Luca Donati's application for exemption is available for review in the docket for this notice.

IV. Request for Comments

In accordance with 49 U.S.C. 31315(b), FMCSA requests public comment from all interested persons on Luca Donati's application for an exemption from the non-domiciled CDL eligibility provisions to the extent those provisions limit eligibility to H–2A, H–2B, and E–2 non-immigrant classifications. All comments received before the close of business on the comment closing date will be considered and will be available for examination in the docket at the location listed under the Addresses section of this notice. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable. In addition to late comments, FMCSA will also continue to file, in the public docket, relevant information that becomes available after the comment closing date. Interested persons should continue to examine the public docket for new material.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2026–23922 Filed 11–23–26; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2026–2839]

Notice of Petition for Waiver of Compliance

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

ACTION: Notice.

SUMMARY: This document provides the public notice that CSX Transportation Inc. (CSXT) petitioned FRA for relief from certain regulations concerning tests and inspections of extended haul trains.

DATES: FRA must receive comments on the petition by January 25, 2027. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket 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 docket number. All comments received will be posted without change to *https://www.regulations.gov;* this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to *https://www.regulations.gov* and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT: Michael Barron, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202–493–1367, email: *michael.barron@dot.gov.*

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated October 13, 2026, CSXT petitioned FRA for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 232 (Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End-of-Train Devices). FRA assigned the petition Docket Number FRA–2026–2839.

Specifically, CSXT seeks relief from the requirements of § 232.207, *Class IA brake tests—1,000-mile inspection,* to permit 5 trains to operate over distances greater than 1,000 miles without a Class IA brake test. For these trains, CSX proposes a maximum operating distance of 1,500 miles, ''consistent with the outer mileage limit and safety framework established for extended-haul trains in 49 CFR 232.213.''

In support of its request, CSXT states that the subject trains will receive a Class I brake test (per § 232.205, *Class I brake test-initial terminal inspection*) and a freight car safety inspection (per part 215, Railroad Freight Car Safety Standards) at their initial terminals. Further, CSXT notes that the trains will also depart with 100 percent effective and operative brakes, except as permitted by FRA regulations, and will be subject to compliant en-route inspections following train makeup changes.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at *www.regulations.gov.*

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by January 25, 2027 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA's dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to *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 also *https://www.regulations.gov/privacy-notice* for the privacy notice of *regulations.gov.*

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2026–23897 Filed 11–23–26; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2026–2149]

Proposed Agency Information Collection Activities; Comment Request

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

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, FRA seeks approval of the Information Collection Request (ICR) summarized below. Before submitting this ICR to the Office of Management and Budget (OMB) for approval, FRA is soliciting public comment on specific aspects of the activities identified in the ICR.

DATES: Interested persons are invited to submit comments on or before January 25, 2027.

ADDRESSES: Written comments and recommendations for the proposed ICR should be submitted on *https://www.regulations.gov* to Docket No. FRA–2026–2149. All comments received will be posted without change to the docket, including any personal information provided. Please refer to the assigned OMB control number (2130–0620) in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice, made available to the public, and include them in its information collection submission to OMB for approval.

FOR FURTHER INFORMATION CONTACT: Ms. Joanne Swafford, Information Collection Clearance Officer, at email: *joanne.swafford@dot.gov* or telephone: (757) 897–9908.

SUPPLEMENTARY INFORMATION: The PRA, 44 U.S.C. 3501–3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60 days' notice to the public to allow comment on information collection activities before seeking OMB approval of the activities. *See* 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. Specifically, FRA invites interested parties to comment on the following ICR regarding: (1) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (2) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways for FRA to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology. *See* 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1).

FRA finds that soliciting public comment may reduce the administrative and paperwork burdens associated with the collection of information that Federal regulations mandate. In summary, comments received will advance three objectives: (1) reduce reporting burdens; (2) organize information collection requirements in a ''user-friendly'' format to improve the use of such information; and (3) accurately assess the resources