

safety requirements. The marks are used consistently across railroad records to identify the car and show: the type of car, what it is carrying, its movement history, and current maintenance schedule. Using the marks to identify the car helps FRA determine the application of Federal safety requirements to that car and who is responsible for compliance. FRA also

uses this information to determine if the freight car qualifies for dedicated service and is excluded from the requirements of part 215. Railroads use the required information to provide identification and control so that dedicated cars remain in the prescribed service.

In this 60-day notice, FRA made no changes to the previously approved burden or responses.

Type of Request: Extension without change of a currently approved collection.

Affected Public: Businesses.

Form(s): N/A.

Respondent Universe: 754 railroads.

Frequency of Submission: On occasion.

REPORTING BURDEN

Table with 7 columns: CFR section, Respondent universe (railroads), Total annual responses (A), Average time per response (minutes) (B), Total annual burden hours (C = A * B), Wage rates¹, Total cost equivalent U.S.D. (D = C * wage rates²). Rows include 215.9 Movement of Defective Cars for Repair, 215.11 Designated Inspectors, and 215.301 General (Subpart D, Stenciling).

¹ Surface Transportation Board (STB), Quarterly Wage Form A&B Data (2024). Compiled from Class I railroad data reported on Wage Form A&B for year 2024. Calculated as: Wage (\$/hour) = sum of compensation for time worked and paid for straight time rates (\$) for Class I railroads + sum of service hours for time worked and paid for straight time rates (hours) for Class I railroads. Available: https://www.stb.gov/reports-data/economic-data/quarterly-wage-ab-data/. ² The employee groups used to calculate hourly wage rates are Group 400 (Maintenance of Equipment & Stores): \$72.01 (41.15 x overhead of 1.75), and Group 600 (Transportation, Train, and Engine): \$79.02 (\$45.16 x overhead of 1.75). Time spent by these groups on the respective paperwork requirements are Group 400: 80%, and Group 600: 20%. This results in a combined wage rate of \$73.41 (\$72.01 x 0.8 + \$79.02 x 0.2 = \$57.61 + \$15.80 = \$73.41).

Total Estimated Annual Responses: 285,000.

Total Estimated Annual Burden: 38,000 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$2,789,580.

FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Christopher S. Van Nostrand,

Deputy Chief Counsel.

[FR Doc. 2026-01853 Filed 1-29-26; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2026-0036]

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 March 31, 2026.

ADDRESSES: Written comments and recommendations for the proposed ICR should be submitted on https://www.regulations.gov to Docket No. FRA-2026-0036. All comments received will be posted without change to the docket, including any personal information provided. Please refer to the assigned OMB control number (2130-0523) 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 believes 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 expended to retrieve and produce

information requested. See 44 U.S.C. 3501.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

Title: Rear End Marking Devices.
OMB Control Number: 2130–0523.
Abstract: 49 CFR part 221 contains requirements for rear end marking devices, which are subject to FRA approval. Railroads must provide FRA with a detailed description of the type of marking devices used for any locomotive operating singly or for cars or locomotives operating at the end of a train (trailing end) to ensure that they meet minimum standards for visibility and display. Specifically, part 221 requires railroads to furnish a certification that each device has been tested in accordance with current

“Guidelines for Testing of Rear End Marking Devices.” In addition, part 221 requires railroads to furnish detailed test records, which include the names of testing organizations, test descriptions, number of samples tested, and the test results, to demonstrate compliance with the performance requirements in this part.

In this 60-day notice, FRA made no changes to the previously approved burden hours or responses.

Type of Request: Extension without change of a currently approved collection.

Affected Public: Businesses.
Form(s): N/A.

Respondent Universe: 754 railroads and 30 manufacturers.

Frequency of Submission: On occasion.

REPORTING BURDEN

CFR	Respondent universe	Total annual responses (A)	Average time per response (hours) (B)	Total annual burden hours (A * B = C)	Wage rate ¹	Total cost equivalent U.S.D (D = C * wage rate)
Appendix A to Part 221—Procedures for Approval of Rear End Marking Devices						
—Approval of marking devices in accordance with appendix procedures.	754 railroads 30 manufacturers.	2 submissions & records.	1	2	\$90.19	\$180.38
Total	754 railroads 30 manufacturers.	2 responses	2	180.38

¹ Surface Transportation Board (STB), *Quarterly Wage Form A&B Data (2024)*. Compiled from Class I railroad data reported on Wage Form A&B for year 2024. Calculated as: Wage (\$/hour) = sum of compensation for time worked and paid for straight time rates (\$) for Class I railroads + sum of service hours for time worked and paid for straight time rates (hours) for Class I railroads. Available: <https://www.stb.gov/reports-data/economic-data/quarterly-wage-ab-data/>. Using employee group 200 (Professional and Administrative) hourly wage rate of \$51.54 multiplied by 1.75 gives a total burdened wage rate of \$90.19.

Total Estimated Annual Responses: 2.
Total Estimated Annual Burden: 2 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$180.38.

FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Christopher S. Van Nostrand,
Deputy Chief Counsel.

[FR Doc. 2026–01854 Filed 1–29–26; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket FTA–2026–0001]

Notice of Establishment of Emergency Relief Docket for Calendar Year 2026

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: By this notice, the Federal Transit Administration (FTA) is establishing an Emergency Relief Docket for calendar year 2026, so grantees and subgrantees affected by a national or regional emergency or disaster may request temporary relief from FTA administrative and statutory requirements.

FOR FURTHER INFORMATION CONTACT: Diane Alexander, Attorney-Advisor, Office of Chief Counsel, Federal Transit Administration, phone: (202) 366–4043, or email, Diane.Alexander@dot.gov.

SUPPLEMENTARY INFORMATION: Pursuant to 49 CFR 601.42, FTA is establishing the Emergency Relief Docket for calendar year 2026. In the case of a national or regional emergency or disaster, or in anticipation of such an event, when FTA requirements impede a grantee or subgrantee’s ability to respond to the emergency or disaster, a grantee or subgrantee may submit a request for relief from specific FTA requirements.

If FTA determines that a national or regional emergency or disaster has occurred, or in anticipation of such an event, FTA will place a message on its web page (<https://www.transit.dot.gov>) indicating the Emergency Relief Docket has been opened and including the docket number.

All petitions for relief from FTA administrative or statutory requirements must be posted in the docket to receive consideration by FTA. The docket is publicly available and can be accessed 24 hours a day, seven days a week, via the internet at <https://www.regulations.gov/>. Any grantee or subgrantee submitting petitions for relief or comments to the docket must include the agency name (Federal Transit Administration) and docket number FTA–2026–0001.

Interested parties may consult 49 CFR part 601, subpart D for information on FTA’s emergency procedures for public transportation systems. FTA strongly encourages grantees and subgrantees to contact their FTA regional office and notify FTA of the intent to submit a petition to the docket.