

project will widen the existing two-lane rural Bentsen Roadway. The project will include the addition of two northbound lanes, two southbound lanes, and a continuous left turn lane with curb, gutter, and an underground drainage system to improve the drainage of Bentsen Road. The length of the project is approximately two miles. The actions by TxDOT and Federal agencies and the laws under which such actions were taken are described in the Categorical Exclusion Determination issued on January 6, 2026, and other documents in the TxDOT project file. The Categorical Exclusion Determination and other documents in the TxDOT project file are available by contacting the TxDOT Pharr District Office at 600 West I-2, Pharr, TX 78577; telephone: (956) 702-6101.

6. FM 1015, from SH 107 to Mile 12 Road, Hidalgo County, Texas. The project will widen FM 1015 to a four-lane roadway. The roadway will consist of four 12-foot travel lanes (two in each direction), a 14-foot center left-turn lane, and 10-foot outside shoulders. In addition there will be a 10-foot shared use path on the east side of FM 1015, a six-foot sidewalk on the west side of FM 1015, and flashing beacons and pedestrian crosswalks at key intersections. The actions by TxDOT and Federal agencies and the laws under which such actions were taken are described in the Categorical Exclusion Determination issued on February 2, 2026, and other documents in the TxDOT project file. The Categorical Exclusion Determination and other documents in the TxDOT project file are available by contacting the TxDOT Pharr District Office at 600 W. Interstate 2, Pharr, TX 78577; telephone: (956) 702-6101.

7. Old Alice Road, from 0.2 mile south of Sports Park Boulevard to SH 100, Cameron County, Texas. The project will reconstruct and widen the existing two lane rural Old Alice Road to a four-lane divided urban roadway with shoulders and sidewalks. In addition, the project will replace the existing bridge that spans a drainage ditch and replace several culverts within the project limits. The project length is approximately 4.9 miles. The actions by TxDOT and Federal agencies and the laws under which such actions were taken are described in the Categorical Exclusion Determination issued on February 17, 2026, and other documents in the TxDOT project file. The Categorical Exclusion Determination and other documents in the TxDOT project file are available by contacting the TxDOT Pharr District Office at 600 W Interstate 2, Pharr,

Texas 78577; telephone: (956) 702-6101.

8. Nuevo Hueco Tanks Road, from FM 76 to SH 20, El Paso County, Texas. The project will extend Nuevo Hueco Tanks Road from FM 76 to SH 20 in the City of Socorro. From FM 76 to Ysla Lateral Crossing, the project will construct a new roadway consisting of four 12-foot travel lanes, a 16-foot-wide raised median, and a 10-foot-wide shared use path on each side of the roadway. From the Ysla Lateral Crossing to SH 20, Nuevo Hueco Tanks Road will continue along the existing Nevarez Road alignment and will consist of four 11-foot travel lanes, a 16-foot raised median, and a 10-foot shared use path on each side of the roadway. The actions by TxDOT and Federal agencies and the laws under which such actions were taken are described in the Categorical Exclusion Determination issued on February 23, 2026, and other documents in the TxDOT project file. The Categorical Exclusion Determination and other documents in the TxDOT project file are available by contacting the TxDOT El Paso District Office at 13301 Gateway West, El Paso, Texas 79928; telephone: (915) 790-4341.

9. RM 620 from south of Foundation Road to Little Elm Trail, Travis and Williamson Counties, Texas. The project will construct an overpass that will function as a bypass lane in each direction through the Anderson Mill Road and El Salido Parkway intersections. The project is approximately 1.2 miles in length. The actions by TxDOT and Federal agencies and the laws under which such actions were taken are described in the Final EA, the Finding of No Significant Impact (FONSI) issued on February 10, 2026, and other documents in the TxDOT project file. The EA, FONSI and other documents in the TxDOT project file are available by contacting the TxDOT Austin District Office at 7901 North I-35, Austin, TX 78753; telephone: 512-832-7000.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

(Authority: 23 U.S.C. 139(l)(1)).

Issued on: March 12, 2026.

Ed Burgos-Gomez,

*Acting Director Program Development,
Federal Highway Administration.*

[FR Doc. 2026-05154 Filed 3-16-26; 8:45 am]

BILLING CODE 4910-RY-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2026-0036]

Qualification of Drivers; Exemption Applications; Epilepsy and Seizure Disorders

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

ACTION: Notice of applications for exemption; request for comments.

SUMMARY: FMCSA announces receipt of applications from 17 individuals for an exemption from the prohibition in the Federal Motor Carrier Safety Regulations (FMCSRs) against persons with a clinical diagnosis of epilepsy or any other condition that is likely to cause a loss of consciousness or any loss of ability to control a commercial motor vehicle (CMV) to drive in interstate commerce. If granted, the exemptions would enable these individuals who have had one or more seizures and are taking anti-seizure medication to operate CMVs in interstate commerce.

DATES: Comments must be received on or before April 16, 2026.

ADDRESSES: You may submit comments identified by Docket No. FMCSA-2026-0036 using any of the following methods:

- *Federal eRulemaking Portal:* Go to www.regulations.gov, insert the docket number (FMCSA-2026-0036) in the keyword box and click "Search." Next, choose the only notice listed, and click on the "Comment" button. Follow the online instructions for submitting comments.

- *Mail:* Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, W58-213, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 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. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Dockets Operations.

- *Fax:* (202) 493-2251.

To avoid duplication, please use only one of these four methods. See the "Public Participation" portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, FMCSA, DOT, 1200

New Jersey Avenue SE, Washington, DC 20590–0001, (202) 366–4001, fmcsamedical@dot.gov. Office hours are 8:30 a.m. to 5 p.m. ET Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Dockets Operations, (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

A. Submitting Comments

If you submit a comment, please include the docket number for this notice (FMCSA–2026–0036), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2026-0036>. Next, choose the only notice listed, click the “Comment” button, and type your comment into the text box on the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. FMCSA will consider all comments and material received during the comment period.

B. Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the notice contain commercial or financial information that is customarily treated as private, and that you actually treat as private, and that is relevant or responsive to the notice, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be

placed in the public docket of the notice. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this notice.

C. Viewing Comments

To view comments, go to www.regulations.gov, insert the docket number (FMCSA–2026–0036) in the keyword box and click “Search.” Next, choose the only notice listed, and click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations in room W58–213 of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m. ET Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

D. Privacy Act

In accordance with 49 U.S.C. 31315(b)(6), DOT solicits comments from the public on the exemption request. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice DOT/ALL–14 FDMS (Federal Docket Management System), which can be reviewed under the “Department Wide System of Records Notices” link at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edit and are searchable by the name of the submitter.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from the 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 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 from which the applicant 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)). FMCSA grants medical exemptions from the FMCSRs for a 2-year period to align with the maximum duration of a driver’s medical certification.

III. Background

The physical qualification standard for drivers regarding seizures and loss of consciousness provides that a person is physically qualified to drive a CMV if that person has “no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause the loss of consciousness or any loss of ability to control” a CMV (49 CFR 391.41(b)(8)). To assist in applying this standard, FMCSA publishes guidance for medical examiners (ME) in the form of medical advisory criteria in Appendix A to 49 CFR part 391.¹ In 2007, FMCSA published recommendations from a Medical Expert Panel (MEP) that FMCSA tasked to review the existing seizure disorder guidelines for MEs.² The MEP performed a comprehensive, systematic literature review, including evidence available at the time. The MEP issued recommended criteria to evaluate whether an individual with a history of epilepsy, a single unprovoked seizure, or a provoked seizure should be allowed to drive a CMV.

On January 15, 2013, FMCSA began granting exemptions, on a case-by-case basis, to individual drivers from the physical qualification standard regarding seizures and loss of consciousness in 49 CFR 391.41(b)(8) (78 FR 3069). The Agency considers the medical advisory criteria, the 2007 MEP recommendations, any public comments received, and each individual’s medical

¹ Appendix A to Part 391, Title 49, available at [https://www.ecfr.gov/current/title-49/part-391/appendix-Appendix A](https://www.ecfr.gov/current/title-49/part-391/appendix-Appendix%20A) to Part 391.

² “Expert Panel Recommendations, Seizure Disorders and Commercial Motor Vehicle Driver Safety,” Medical Expert Panel (Oct. 15, 2007), available at <https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2020-04/Seizure-Disorders-MEP-Recommendations-v2-prot%2010152007.pdf>.

information and driving record in deciding whether to grant the exemption.

The 17 individuals listed in this notice have requested an exemption from the epilepsy and seizure disorders prohibition in 49 CFR 391.41(b)(8). Accordingly, the Agency will evaluate the qualifications of each applicant to determine whether granting the exemption will achieve the required level of safety mandated by statute.

IV. Qualifications of Applicants

Andrew Barker

Andrew Barker is a 29-year-old class A commercial driver's license (CDL) holder in North Carolina. He has a history of seizure disorder and has been seizure free since April 2019. He takes an anti-seizure medication with the dosage and frequency remaining the same since July 9, 2025. His physician states that they are supportive of him receiving an exemption.

Kyle Benner

Kyle Benner is a 36-year-old class A driver's license holder in Pennsylvania. He has a history of provoked seizure and has been seizure free since December 19, 2022. He takes an anti-seizure medication with the dosage and frequency remaining the same since May 2025. His physician states that they are supportive of him receiving an exemption.

Devin Brockington

Devin Brockington is a 39-year-old class A CDL holder in Maryland. He has a history of a neurocytoma and has been seizure free since September 6, 2024. He takes an anti-seizure medication with the dosage and frequency remaining the same since June 1, 2025. His physician states that they are supportive of him receiving an exemption.

Wendy Cook

Wendy Cook is a 55-year-old class C driver's license holder in Oregon. She has a history of a provoked seizure and has been seizure free since February 11, 2025. She takes an anti-seizure medication with the dosage and frequency remaining the same since May 19, 2025. Her physician states that they are supportive of her receiving an exemption.

Caedmon Cunningham

Caedmon Cunningham is a 20-year-old class C driver's license holder in Kansas. He has a history of epilepsy and has been seizure free since November 2022. He takes an anti-seizure medication with the dosage and frequency remaining the same since

January 2021. His physician states that they are supportive of him receiving an exemption.

Steven Ernest

Steven Ernest is a 46-year-old class B CDL holder in Maine. He has a history of provoked seizure and has been seizure free since November 2023. He takes an anti-seizure medication with the dosage and frequency remaining the same since January 10, 2024. His physician states that they are supportive of him receiving an exemption.

Chauncy Gibson

Chauncy Gibson is a 54-year-old class AM CDL holder in Georgia. He has a history of provoked seizures and has been seizure free since May 9, 2024. He takes an anti-seizure medication with the dosage and frequency remaining the same since August 2024. His physician states that they are supportive of him receiving an exemption.

Matthew Heller

Matthew Heller is a 52-year-old class D driver's license holder in New York. He has a history of epilepsy and has been seizure free since March 30, 2019. He takes an anti-seizure medication with the dosage and frequency remaining the same since September 2020. His physician states that they are supportive of him receiving an exemption.

Michael S. Miller

Michael S. Miller is a 39-year-old class C driver's license holder in California. He has a history of seizure disorder and has been seizure free since June 9, 2023. He takes an anti-seizure medication with the dosage and frequency remaining the same since June 2025. His physician states that they are supportive of him receiving an exemption.

Michael George Murray

Michael George Murray is a 46-year-old class C CDL holder in New York. He has a history of a single provoked seizure and has been seizure free since May 8, 2023. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2023. His physician states that they are supportive of him receiving an exemption.

Brandon Petruzzi

Brandon Petruzzi is a 28-year-old class DM driver's license holder in Massachusetts. He has a history of a single provoked seizure and has been seizure free since February 3, 2025. He does not take an anti-seizure

medication. His physician states that they are supportive of him receiving an exemption.

Scott Pontious

Scott Pontious is a 59-year-old class D driver's license holder in Ohio. He has a history of a single provoked seizure and has been seizure free since August 2022. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2024. His physician states that they are supportive of him receiving an exemption.

Anthony Sanders

Anthony Sanders is a 33-year-old class E driver's license holder in Missouri. He has a history of provoked seizure and has been seizure free since January 2025. He does not take an anti-seizure medication. His physician states that they are supportive of him receiving an exemption.

Theodore Schoep

Theodore Schoep is a 44-year-old class D driver's license holder in Minnesota. He has a history of epilepsy and has been seizure free since 2007. He takes an anti-seizure medication with the dosage and frequency remaining the same since August 2011. His physician states that they are supportive of him receiving an exemption.

Ryen Seyfried

Ryen Seyfried is a 29-year-old class D driver's license holder in New York. He has a history of seizure disorder and has been seizure free since 2022. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2022. His physician states that they are supportive of him receiving an exemption.

Jeffrey Sparkman

Jeffrey Sparkman is a 60-year-old class DA CDL holder in Kentucky. He has a history of seizure disorder and has been seizure free since August 19, 2025. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2025. His physician states that they are supportive of him receiving an exemption.

Donte Watkins

Donte Watkins is a 35-year-old class A CDL holder in North Carolina. He has a history of provoked seizure and has been seizure free since December 2023. He takes an anti-seizure medication with the dosage and frequency remaining the same since February 2025. His physician states that they are

supportive of him receiving an exemption.

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. 2026-05184 Filed 3-16-26; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2026-0430]

Agency Information Collection Activities; Information Collection Renewal: Crash Causal Factors Program: Knowledge of Systems and Processes

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

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA requests approval to renew an information collection request (ICR) titled, Crash Causal Factors Program: Knowledge of Systems and Processes." This ICR relates to the "Study of Commercial Motor Vehicle Crash Causation," mandated by Congress in the Infrastructure and Investment Jobs Act (IIJA). To meet Congressional requirements, FMCSA established the Crash Causal Factors Program (CCFP) to conduct in-depth research to better understand the key factors that contribute to crashes involving large trucks and buses. Phase 1 of the CCFP, the Heavy-Duty Truck Study, focuses on fatal crashes involving heavy-duty (Class 7/8) trucks. This ICR renewal covers Phase 2, the Medium-Duty Truck Study, which will focus on crashes involving medium-duty (Class 3 through 6) trucks. To plan and execute the Medium-Duty Truck Study, FMCSA must collect information from the States and local jurisdictions to understand their interest or ability to participate in the study; existing crash data collection processes, systems, and resources; and commercial motor vehicle (CMV) enforcement funding mechanisms and

sources. The ICR is scheduled to expire on August 31, 2026.

DATES: Comments on this notice must be received on or before May 18, 2026.

ADDRESSES: You may submit comments identified by Docket Number FMCSA-2026-0430 using any of the following methods:

- *Federal eRulemaking Portal:* <https://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Mail:* Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, W58-213, Washington, DC 20590-0001.
- *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W58-213, Washington, DC, 20590-0001 between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Dockets Operations.
- *Fax:* (202) 493-2251.

To avoid duplication, please use only one of these four methods. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT:

Kelly Stowe, Office of Research, Crash Data Analytics Division, DOT, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590-0001; 617-386-6807; kelly.stowe@dot.gov.

SUPPLEMENTARY INFORMATION:

Instructions

All submissions must include the Agency name and docket number. For detailed instructions on submitting comments, see the Public Participation heading below. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Public Participation and Request for Comments

If you submit a comment, please include the docket number for this notice (FMCSA-2026-0430), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body

of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2026-0430/document>, click on this notice, click "Comment," and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice DOT/ALL 14 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edits and are searchable by the name of the submitter.

Background

On December 27, 2020, the Consolidated Appropriations Act, 2021 (Pub. L. 116-260), was signed into law, appropriating \$30 million to FMCSA to "carry out [a] study of the cause[s] of large truck crashes." On November 14, 2021, the President signed into law the IIJA (Pub. L. 117-58), which contains requirements for a larger study under section 23006, "Study of Commercial Motor Vehicle Crash Causation." The requirements under section 23006 define the scope of the study to include all CMVs as defined in 49 U.S.C. 31132.

Section 23006(b)(1) of IIJA requires the Secretary to "carry out a comprehensive study to determine the causes of, and contributing factors to, crashes that involve a commercial motor vehicle." Section 23006(b)(2) further requires the Secretary to:

A. Identify data requirements, data collection procedures, reports, and any other measures that can be used to improve the ability of States and the Secretary to evaluate future crashes involving CMVs;

B. Monitor crash trends and identify causes and contributing factors; and

C. Develop effective safety improvement policies and programs.

To meet the requirements of Section 23006, FMCSA established the CCFP.