

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

Under 49 CFR 395.3(a)(2), drivers of property-carrying commercial motor vehicles (CMVs) are prohibited from driving after a period of 14 consecutive hours after coming on duty following 10 consecutive hours off duty.

Under 49 CFR 395.3(b)(1), such drivers are prohibited from operating a CMV for any period after having been on duty 60 hours in any period of 7 consecutive days if the employing motor carrier does not operate CMVs every day of the week.

Under 49 CFR 395.3(b)(2), such drivers are prohibited from operating a CMV for any period after having been on duty 70 hours in any period of 8 consecutive days if the employing motor carrier does not operate CMVs every day of the week.

Applicant's Request

Mainline seeks a five-year exemption from the HOS regulations in 49 CFR part 395, specifically the 14-hour driving "window" and 60/7- and 70/8-hour rules. Mainline states that it is a full-service railroad construction, maintenance-of-way, and emergency response contractor operating seven divisions across the U.S. that provides services including emergency derailment response, railcar dismantling, track construction and maintenance, heavy equipment recovery, disaster response, and rail infrastructure support. Mainline employs 135 drivers who operate and transport equipment designed to clear derailed or disabled trains and remove hazardous materials or other debris. It operates tractor-trailers, rollbacks, pickups, dump trucks, and straight trucks with grapple loaders to transport equipment and restore rail service. The

applicant states that many "unplanned events" occur outside of normal business hours, and its drivers must travel to and work on or alongside railroad rights-of-way, often after having been on duty at their home base.

Mainline states that for purposes of its request, the term "unplanned event" refers to incidents that disrupt or threaten the safe operation of railroad infrastructure and require immediate response including, but not limited to: train derailments; rail failures or dangerous track conditions; track occupancy light incidents; disruptions to electric propulsion systems; bridge strikes involving railroad infrastructure disabled vehicles or equipment on railroad tracks; train collisions; weather-related incidents, including fallen trees, snow events, extreme temperatures, rock or mud slides, and washouts; earthquakes or other natural disasters affecting rail infrastructure; national security incidents affecting railroad operations, and public safety hazards, including blocked grade crossings.

Mainline indicates that occasionally, a Federal or State emergency is in effect pursuant to 49 CFR 390.23, which exempts its drivers from the HOS regulations. In many instances, however, the situation is localized, and a local emergency declaration rarely occurs as many "unplanned events" occur in remote locations where it may not be clear who a railroad should contact to declare an emergency. According to Mainline, the HOS limitations in those situations may delay its drivers in reaching the site of an "unplanned event." Mainline asserts that significant delays in restoring rail service and addressing public safety hazards may occur when drivers cannot travel to the incident location due to the HOS limitations encountered during mobilization.

Applicant's Equivalent Level of Safety

Mainline believes the exemption would not compromise safety, as it maintains comprehensive training and driver awareness programs, safety supervision, and fatigue management policies. Mainline indicated that it has had no serious injuries or fatalities related to vehicle operations and will continue implementing the following safety measures: (1) drivers will receive at least one hour of lead time before mobilizing equipment and beginning travel; (2) drivers travel in convoys with escort vehicles positioned at the front and rear; (3) vehicles are equipped with two-way radios; (4) supervisors conduct radio checks every 30–45 minutes requiring each driver to confirm their status; (5) supervisors train employees

to recognize signs of driver fatigue; and (6) company policy clearly states that drivers are not required to operate a vehicle if they feel fatigued. Mainline further adds that the requested exemption would apply only to the time drivers spend traveling to the job site, that time spent performing rail restoration work would be recorded as on-duty, not driving time, and that those hours would continue to count toward both daily and weekly HOS duty limits. After completing work at an incident site, drivers would also obtain the required rest period before operating a CMV on a public roadway.

A copy of the Mainline'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 Mainline's application for an exemption from the applicable HOS regulations in 49 CFR part 395. 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. 2026–13190 Filed 6–29–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2019–0060]

Notice of Petition for Extension of Waiver of Compliance

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

ACTION: Notice.

SUMMARY: This document provides the public notice that the Southeastern Pennsylvania Transportation Authority (SEPTA) petitioned FRA for an extension of relief from certain regulations concerning daily and after trip tests and periodic tests.

DATES: FRA must receive comments on the petition by August 31, 2026. 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:

Scott Johnson, Railroad Safety Specialist, FRA Signal, Train Control, and Crossings Division, telephone: 406-210-3608, email: scott.j.johnson@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 May 11, 2026, SEPTA petitioned FRA for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 236 (Rules, Standards, and Instructions Governing the Installation, Inspection, Maintenance, and Repair of Signal and Train Control Systems, Devices, and Appliances). FRA assigned the petition Docket Number FRA-2019-0060.

SEPTA requests extended relief 1) from 49 CFR 236.586, *Daily or after trip test*, to eliminate the performance of the subject tests and 2) to increase the time between periodic tests from not more than 92 days to not more than 184 days per § 236.588, *Periodic test*. In its petition, SEPTA stated that its ACS64 and Silverliner V EMU locomotives are equipped with microprocessor-based automatic train control and positive train control systems.

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 August 31, 2026 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. 2026-13203 Filed 6-29-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2010-0033]

New Jersey Transit's Request To Amend Its Positive Train Control Safety Plan and 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 June 22, 2026, New Jersey Transit (NJT) submitted a request for amendment (RFA) to its FRA-approved Positive Train Control Safety Plan (PTCSP), seeking approval to update its Advanced Civil Speed Enforcement System II (ACSES) positive train control

(PTC) system's main onboard software with a new software release, known as Back-to-Back (also referred to as B2B or Rev 7). As this RFA involves a request for FRA's approval of proposed material modifications to an FRA-certified PTC system, FRA is publishing this notice and inviting public comment on NJT's RFA to its PTCSP.

DATES: FRA will consider comments received by July 20, 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-2010-0033. 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, title 49 United States Code (U.S.C.) section 20157(h) requires FRA to certify that a host railroad's PTC system complies with title 49 Code of Federal Regulations (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 PTCSP, a host railroad must submit, and obtain FRA's approval of, an RFA to its 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 June 22, 2026, NJT submitted an RFA to its PTCSP for its ACSES PTC system, which seeks FRA's approval for an ACSES main onboard software update to Rev 7, in order to address safety-