

System), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>, the comments are searchable by the name of the submitter.

II. Background

Under 49 U.S.C. 31136(e) and 31315(b), FMCSA may grant an exemption from the FMCSRs for no longer than a 5-year period if it finds such exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption. The statutes also allow the Agency to renew exemptions at the end of the 5-year period. FMCSA grants medical exemptions from the FMCSRs for a 2-year period to align with the maximum duration of a driver's medical certification.

The 10 individuals listed in this notice have requested an exemption from the hearing requirement in 49 CFR 391.41(b)(11). 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.

The physical qualification standard for drivers regarding hearing found in § 391.41(b)(11) states that a person is physically qualified to drive a CMV if that person first perceives a forced whispered voice in the better ear at not less than 5 feet with or without the use of a hearing aid or, if tested by use of an audiometric device, does not have an average hearing loss in the better ear greater than 40 decibels at 500 Hz, 1,000 Hz, and 2,000 Hz with or without a hearing aid when the audiometric device is calibrated to American National Standard (formerly ASA Standard) Z24.5—1951.

This standard was adopted in 1970 and was revised in 1971 to allow drivers to be qualified under this standard while wearing a hearing aid, (35 FR 6458, 6463 (Apr. 22, 1970) and 36 FR 12857 (July 8, 1971), respectively).

On February 1, 2013, FMCSA announced in a Notice of Final Disposition titled, "Qualification of Drivers; Application for Exemptions; National Association of the Deaf," (78 FR 7479), its decision to grant requests from 40 individuals for exemptions from the Agency's physical qualification standard concerning hearing for interstate CMV drivers. Since that time the Agency has published additional notices granting requests from hard of hearing and deaf individuals for exemptions from the Agency's physical qualification standard concerning hearing for interstate CMV drivers.

III. Qualifications of Applicants

James Armstrong

James Armstrong, 37, holds a class D driver's license in Tennessee.

Bethany Barrett

Bethany Barrett, 32, holds a class D driver's license in Wisconsin.

Kevin Lopez Morales

Kevin Lopez Morales, 29, holds a class D driver's license in North Dakota.

Socorro Melendez

Socorro Melendez, 32, holds a class C driver's license in Texas.

Robert Piacente

Robert Piacente, 69, holds a class A commercial driver's license (CDL) in Louisiana.

Dalton Rosch

Dalton Rosch, 27, holds a class C driver's license in Iowa.

Ferfran Sanchez Molina

Ferfran Sanchez Molina, 30, holds a class D driver's license in New Jersey.

Jonathan Santiago

Jonathan Santiago, 40, holds a class E driver's license in Florida.

John Shepard

John Shepard, 76, holds a class B CDL in Connecticut.

Andrew Weaver

Andrew Weaver, 32, holds a class D driver's license in Virginia.

IV. 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 petitions described in this notice. We 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. 2024–30896 Filed 12–26–24; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2014–0048]

Petition for Extension of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice

that on October 14, 2024, and December 13, 2024, Union Pacific Railroad Company (UP) petitioned the Federal Railroad Administration (FRA) for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR parts 215 (Railroad Freight Car Safety Standards), 229 (Railroad Locomotive Safety Standards), and 232 (Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End-of-Train Devices). The relevant Docket Number is FRA–2014–0048.

Specifically, UP seeks an extension of relief from part 215, § 229.21, *Daily inspection*, and § 232.205(a)(1), *Class I brake test—initial terminal inspection*, to move freight cars received in interchange from Ferrocarriles Nacionales de Mexico at the International Yard on the Lordsburg Subdivision in El Paso, Texas, to Dallas Street Yard (for westbound traffic) or Alfalfa Yard (for eastbound traffic). The required inspections are conducted at these yards, which are 2.8 and 7 miles from the International Yard, respectively. In its petition, UP notes that the territory between International Yard and Dallas Street and Alfalfa Yards "traverses through a residential area with multiple public grade crossings[,] which also handle heavy pedestrian traffic." Additionally, UP requests to expand the relief in this docket to permit it to move trains to Santa Teresa, New Mexico, a distance of 20.5 miles.

In support of its petition, UP states that the movement "expedit[es] any delays caused by port of entry inspections and allow[s] a more efficient use of the bridge window." UP adds that completing inspections and testing of equipment at the Dallas and Alfalfa Yards is "safer/more secure than attempting it on the bridge precisely at the US border line," as the infrastructure of the Dallas and Alfalfa facilities "supports inspections, and repair associated activities, including switching out bad orders, safer and better than other upstream properties." Finally, UP notes that the relief avoids "unnecessary public disruptions within the city of El Paso, [Texas], including, but not limited to, excessively blocked crossings" as well as "alleviates undue additional locomotive emissions from excessive idling times."

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 parties desire 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.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted at www.regulations.gov. Follow the online instructions for submitting comments.

Communications received by February 25, 2025 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of the U.S. Department of Transportation's (DOT) 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 better 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. 2024-31061 Filed 12-26-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2020-0009]

Petition for Extension of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on October 24, 2024, the Metropolitan Council's Metro Transit Division (Metro Transit) petitioned the Federal Railroad Administration (FRA) for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR parts 219 (Control

of Alcohol and Drug Use), 220 (Railroad Communications), and 234 (Grade Crossing Safety). The relevant Docket Number is FRA-2020-0009.

Specifically, Metro Transit seeks an extension of relief for its METRO Green Line Light Rail Transit Extension Project, which is partly adjacent to freight rail service operated by Twin Cities & Western Railroad (TCWR), with which it will share five highway-rail grade crossings. Metro Transit seeks extended relief from part 219 (excepting subpart C), as it has "adopted an alcohol and drug use policy ("FTA Safety Sensitive Drug and Alcohol Program") that complies with applicable Federal Transit Administration regulations, meeting the requirements of part 655 (Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations).

Further, Metro Transit seeks an extension of relief from the entirety of part 220, noting that transit operations "will be signaled and dispatched separately from the adjacent TCWR freight railroad" at the shared five crossings. Metro Transit states that it "recognizes the importance of maintaining clear, effective and prompt communications between Metro Transit and the freight operator, particularly related to planned maintenance of way activities and emergencies."

Metro Transit also requests relief from § 234.105(c), *Activation failure*, which gives requirements for protection of grade crossings in case of a train warning system activation failure. Because transit trains are operated by single-person crews, the train operator cannot simultaneously flag a crossing and move the train through the crossing. Metro Transit provides two alternative safety procedures involving sounding the horn followed by moving at restricted speed and indication using a lunar aspect signal.

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 parties desire 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.

All communications concerning these proceedings should identify the appropriate docket number and may be

submitted at www.regulations.gov. Follow the online instructions for submitting comments.

Communications received by February 25, 2025 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of the U.S. Department of Transportation's (DOT) 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 better 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.

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DEPARTMENT OF TRANSPORTATION

[Docket No: PHMSA-2024-0137]

Pipeline Safety: Information Collection Activities

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the eight information collection requests abstracted below are being forwarded to the Office of Management and Budget (OMB) for review and comment. A **Federal Register** notice with a 60-day comment period soliciting comments on the information collections was published on October 10, 2024.

DATES: Interested persons are invited to submit comments on or before January 27, 2025.

ADDRESSES: The public is invited to submit comments regarding these information collection requests, including suggestions for reducing the burden, to Office of Management and