

### B. Applicability of Exemption

During the temporary exemption period, motor carriers operating CMVs may install and use the VSNA's Smart-Vision system in lieu of the two rear-vision mirrors required by § 393.80.

### C. Terms and Conditions

1. This exemption is limited to the VSNA's Smart-Vision system installed on CMVs and does not apply to any other camera-based mirror replacement system/technology.

2. Motor carriers using the VSNA's Smart-Vision system installed on CMVs must report to [MCPSV@dot.gov](mailto:MCPSV@dot.gov): (1) the total number of CMVs operating under the terms and conditions of the exemption; and (2) any crashes, other than front-end crashes, involving CMVs operating under the exemption. The reports are due by the end of the calendar year beginning from the effective date of this exemption.

3. Drivers operating CMVs under this exemption must inspect the Smart-Vision system each time before operating the CMV and be satisfied that it is in proper working order.

4. Drivers operating CMVs under this exemption must inspect the Smart-Vision system at the end of each day and note any defects in the equipment on the driver vehicle inspection report. The motor carrier must repair any defects noted by the driver before it operates the CMV again.

5. The motor carrier must periodically inspect the Smart-Vision system in addition to the existing inspection required at least once every 12 months.

6. Motor carriers using the VSNA's Smart-Vision system installed on CMVs must notify FMCSA within 5 business days after they become aware, or otherwise determine, that the continued use of Smart-Vision system covered by this exemption is no longer likely to maintain a level of safety that is at least equivalent to the level that would be achieved absent this exemption. Notification must be made by sending an email to FMCSA at [MCPSV@dot.gov](mailto:MCPSV@dot.gov).

### D. Preemption

In accordance with 49 U.S.C. 31315(d), as implemented by 49 CFR 381.600, during the period this exemption is in effect, no State shall enforce any law or regulation that conflicts with or is inconsistent with this exemption with respect to a person operating under the exemption. States may, but are not required to, adopt the same exemption with respect to operations in intrastate commerce.

### E. Termination

FMCSA does not believe that motor carriers and CMVs covered by the exemption will experience any deterioration of their safety record. The Agency will, however, rescind the exemption if: (1) motor carriers and/or CMVs operating under the exemption fail to comply with the terms and conditions of the exemption; (2) the exemption results in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objective of 49 U.S.C. 31136 or chapter 313.

Vincent G. White,

Deputy Administrator.

[FR Doc. 2025-00900 Filed 1-15-25; 8:45 am]

BILLING CODE 4910-EX-P

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2024-0124]

#### Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letters received November 12, 2024, and December 11, 2024, the Salt Lake City Department of Public Services in conjunction with the City of North Salt Lake (Petitioners), petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 222 (Use of Locomotive Horns at Public Highway-Rail Grade Crossings).<sup>1</sup> FRA assigned the petition Docket Number FRA-2024-0124.

Specifically, Petitioners request relief from § 222.35(b)(1), *What are the minimum requirements for quiet zones?—Active grade crossing warning devices*, which states that each public highway-rail grade crossing in a quiet zone “must be equipped, no later than the quiet zone implementation date, with active grade crossing warning devices comprising both flashing lights and gates which control traffic over the crossing.” Petitioners request a two-year waiver from the regulation “until the

design and construction of [a] new signal mast and gate arms” can be completed near two railroad crossings (IDs 805664P and 805836V) that are within the Woods Cross Quiet Zone.

In support of its request, Petitioners state that the relief pertains only to industry tracks where no accidents or incidents have occurred since 1979, according to FRA's records. Additionally, Petitioners explain that the installation of gate arms and “other safety improvements” at both crossings are currently in process to bring each crossing into compliance.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://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.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted at [www.regulations.gov](http://www.regulations.gov). Follow the online instructions for submitting comments.

Communications received by March 17, 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](http://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 [www.regulations.gov](http://www.regulations.gov).

<sup>1</sup> The City of North Salt Lake initially requested relief under Docket Number FRA-2024-0115, and a **Federal Register** notice was published in that docket. See <https://www.regulations.gov/docket/FRA-2024-0115>. The Salt Lake City Department of Public Services submitted an initial request in this docket and then sent an additional letter that combined both requests into Docket Number FRA-2024-0124. Comments submitted to both of the notices in FRA-2024-0115 and FRA-2014-0124 will be considered.

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety,  
Chief Safety Officer.*

[FR Doc. 2025-00970 Filed 1-15-25; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2025-0015]

#### Establishment of an Emergency Relief Docket for Calendar Year 2025

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

**ACTION:** Notice of establishment of public docket.

**SUMMARY:** This Notice announces the establishment of FRA's emergency relief docket (ERD) for calendar year 2025. The designated ERD for calendar year 2025 is docket number FRA-2025-0015.

**ADDRESSES:** See **SUPPLEMENTARY INFORMATION** section for further information regarding submitting petitions and/or comments to docket number FRA-2025-0015.

**SUPPLEMENTARY INFORMATION:** On May 19, 2009, FRA published a direct final rule establishing ERDs and the procedures for handling petitions for emergency waivers of safety rules, regulations, or standards during an emergency situation or event. 74 FR 23329. That direct final rule became effective on July 20, 2009, and made minor modifications to 49 CFR 211.45 in FRA's Rules of Practice in 49 CFR part 211. Section 211.45(b) provides that each calendar year FRA will establish an ERD in the publicly accessible DOT docket system (available at [www.regulations.gov](http://www.regulations.gov)). Section 211.45(b) further provides that FRA will publish a notice in the **Federal Register** identifying by docket number the ERD for that year. FRA established the ERD and emergency waiver procedures to provide an expedited process for FRA to address the needs of the public and the railroad industry during emergency situations or events. This Notice announces the designated ERD for calendar year 2025 is docket number FRA-2025-0015.

As detailed in § 211.45, if the FRA Administrator determines an emergency event as defined in 49 CFR 211.45(a) has occurred, or that an imminent threat of such an emergency occurring exists, and public safety would benefit from providing the railroad industry with operational relief, the emergency waiver procedures of 49 CFR 211.45 will go

into effect. In such an event, the FRA Administrator will issue a statement in the ERD indicating the emergency waiver procedures are in effect and FRA will make every effort to post the statement on its website at [railroads.dot.gov](http://railroads.dot.gov). Any party desiring relief from FRA regulatory requirements as a result of the emergency should submit a petition for emergency waiver under 49 CFR 211.45(e) and (f). Specific instructions for filing petitions for emergency waivers under 49 CFR 211.45 are found at 49 CFR 211.45(f). Specific instructions for filing comments in response to petitions for emergency waivers are at 49 CFR 211.45(h).

#### Privacy

Anyone can search the electronic form of any written communications and comments received into any of DOT'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 better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.transportation.gov/privacy](http://www.transportation.gov/privacy). See also <https://www.regulations.gov/privacy-notice> for the privacy notice of [www.regulations.gov](http://www.regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety,  
Chief Safety Officer.*

[FR Doc. 2025-00971 Filed 1-15-25; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2024-0126]

#### CSX Transportation, Inc. Petition for Approval of Product Safety Plan

**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 November 11, 2024, CSX Transportation, Inc. (CSX) submitted a petition for FRA approval of its Product Safety Plan (PSP) for the Trip Optimizer Air Brake Control product (also referred to as "TO

Air Brake Control" or "Air Brake Control"). As this petition involves a railroad's PSP, FRA is publishing this notice and inviting public comment on the document.

**DATES:** Written comments must be received on or before March 17, 2025. FRA will consider comments filed after this date to the extent practicable.

**ADDRESSES:** *Comments:* Comments related to this notice 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 (FRA-2024-0126). Please note that comments submitted online via [www.regulations.gov](http://www.regulations.gov) are not immediately posted to the docket. Several business days may elapse after a comment has been submitted online before it is posted to the docket.

*Privacy Act:* DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, without edit, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice, DOT/ALL-14 FDMS, accessible through [www.dot.gov/privacy](http://www.dot.gov/privacy). To facilitate comment tracking and response, commenters are encouraged to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide comments containing proprietary or confidential information, please contact the agency for alternate submission instructions.

*Docket:* For access to the docket to read comments received, please visit <https://www.regulations.gov> and follow the online instructions for accessing the docket.

**FOR FURTHER INFORMATION CONTACT:** Gabe Neal, Staff Director, Signal, Train Control, and Crossings Division, telephone: 816-516-7168, email: [Gabe.Neal@dot.gov](mailto:Gabe.Neal@dot.gov).

**SUPPLEMENTARY INFORMATION:** In accordance with part 236 of title 49 of the Code of Federal Regulations, this document provides the public notice that CSX has petitioned FRA for approval of its PSP for the Trip Optimizer Air Brake Control product (also referred to as "TO Air Brake Control" or "Air Brake Control"). FRA has assigned the petition Docket Number FRA-2024-0126. CSX's PSP has been placed in this docket and is available for public inspection and comment.