

Associated States Act,”⁵ and DHS issued a corresponding amendment to its regulation. These changes permitted REAL ID compliant States to issue full-term REAL ID licenses and ID cards to citizens of the FAS. When issuing this regulatory amendment, DHS also modified the identification documents that citizens of the FAS may present when applying for a REAL ID driver’s license or ID card from a compliant State.⁶ Under its authority in 6 CFR 37.11(c)(1)(x), DHS permits complying States to accept “a valid unexpired passport issued by the Republic of the Marshall Islands, the Republic of Palau, or the Federated States of Micronesia with an approved Form I–94 . . . documenting the applicant’s most recent admission to the United States under the Compact of Free Association between the United States and the nation that issued the passport.” DHS believes its allowance of these documents is “consistent with the intent of Congress.”⁷

Applicant’s Request

Oregon’s application for exemption was described in detail in a **Federal Register** notice on June 11, 2024, (89 FR 49265) and will not be repeated here as the facts have not changed.

IV. Public Comments

In response to the notice of Oregon’s application, there were five comments submitted to the docket. Four individuals commented in opposition to the exemption, and the Hawaii Department of Transportation (HDOT) commented in support of the exemption.

Curt Smith, an individual opposing the exemption, said: “The exemption take[s] away from US citizens who want a CDL. [I]f the applicants are not US citizens, they should not get the same CDL as the driver that is a US citizen. A Nondomiciled CDL is just fine for someone that is not permanently domiciled in the continental United States.” The other comments in opposition expressed similar views.

HDOT submitted comments in support of the exemption and wrote, “HDOT agrees with Oregon and suggests that a valid, unexpired passport issued to a citizen of FAS, accompanied by an I–94 . . . form, is sufficient to prove that an individual has entered the United States lawfully.”

⁵ Public Law 115–323, 132 Stat. 4443, Dec. 17, 2018.

⁶ See 84 FR 46556 (September 4, 2019).

⁷ Id.

V. FMCSA Safety Analysis and Decision

FMCSA has evaluated Oregon’s application for exemption and the public comments and based on its analysis, decided to grant an exemption to Oregon from 49 CFR 383.71 for citizens of the FAS. The Agency believes that granting an exemption allowing Oregon to issue CDLs or CLPs to citizens of the FAS in accordance with all other State procedures in 49 CFR 383.73(a) and (b) will achieve a level of safety that is equivalent to, or greater than, the level of safety that would be achieved without the exemption (49 CFR 381.305(a)). The exemption allows Oregon to accept a valid, unexpired passport issued by a FAS and an Arrival/Departure Record, meaning an I–94 or I–94A form, to prove that the individual has entered the United States lawfully, and issue standard CLPs and CDLs to these individuals.

In making this determination, FMCSA notes that DHS allows States to issue full-term REAL ID licenses and ID cards to citizens of FAS. DHS provides requirements for citizens of FAS to present proof of lawful permanent residency such that these individuals may receive REAL ID credentials, and the exemption pertains only to proof of lawful permanent residency.

VI. Exemption Decision

A. Applicability of Exemption

FMCSA grants an exemption from the CDL “List of Acceptable Proofs of Citizenship or Lawful Permanent Residency” requirements in Table 1 to 49 CFR 383.71 for citizens of the FAS residing in Oregon for a period of five years subject to the terms and conditions of this decision. Oregon may issue CLPs and CDLs under this exemption in accordance with State procedures in 49 CFR 383.73(a) and (b) only to a citizen of a FAS who presents a valid, unexpired passport issued by a FAS and an Arrival/Departure Record, meaning an I–94 or I–94A form, to prove that the individual has entered the United States lawfully.

B. Terms and Conditions

Oregon must comply with all other applicable Federal Motor Carrier Safety Regulations (49 CFR part 350–399).

C. 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 applicable to interstate commerce that conflicts

with or is inconsistent with this exemption with respect to a firm or person operating under the exemption.

D. Notification to FMCSA

Oregon must provide to FMCSA, upon request, a list of all drivers issued CLPs or CDLs under this exemption.

E. Termination

FMCSA does not believe that Oregon will experience any deterioration of its safety record. The Agency will, however, rescind the exemption if: (1) Oregon fails 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(e) and 31315(b).

Vincent G. White,

Deputy Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA 2024–0010]

Agency Information Collection Activity Under OMB Review: Generic Clearance for the Collection of Qualitative Feedback on Agency Service Delivery

AGENCY: Federal Transit Administration, Department of Transportation.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to approve a request for an extension without change to an existing information collection: Generic Clearance for the Collection of Qualitative Feedback on Agency Service Delivery.

DATES: Comments must be submitted before November 25, 2024.

ADDRESSES: To ensure that your comments are not entered more than once into the docket, submit comments identified by the docket number by only one of the following methods:

1. *Website:* <https://www.regulations.gov>. Follow the instructions for submitting comments on the U.S. Government electronic docket site. All electronic submissions must be made to the U.S. Government electronic docket site at <https://www.regulations.gov>. Commenters

should follow the directions below for mailed and hand-delivered comments.

2. *Fax:* 202-366-7951.

3. *Mail:* U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001.

4. *Hand Delivery:* U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions: You must include the agency name and docket number for this notice at the beginning of your comments. Submit two copies of your comments if you submit them by mail. For confirmation that FTA has received your comments, include a self-addressed stamped postcard. Note that all comments received, including any personal information, will be posted and will be available to internet users, without change, to <https://www.regulations.gov>. You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000, (65 FR 19477), or you may visit <https://www.regulations.gov>.

Docket: For access to the docket to read background documents and comments received, go to <https://www.regulations.gov> at any time. Background documents and comments received may also be viewed at the U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Erika Mazza at 202-366-7418 or erika.mazza@dot.gov.

SUPPLEMENTARY INFORMATION: Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) the necessity and utility of the information collection for the proper performance of the functions of the FTA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection.

Title: Generic Clearance for the Collection of Qualitative Feedback on Agency Service Delivery.

OMB Number: 2132-0572.

Background

The information collection activity will garner qualitative customer and stakeholder feedback in an efficient, timely manner, in accordance with the Administration's commitment to improving service delivery. By qualitative feedback we mean information that provides useful insights on perceptions and opinions but are not statistical surveys that yield quantitative results that can be generalized to the population of study. This feedback will provide insights into customer or stakeholder perceptions, experiences, and expectations, provide an early warning of issues with service, or focus attention on areas where communication, training or changes in operations might improve delivery of products or services. These collections will allow for ongoing, collaborative, and actionable communications between the Federal Transit Administration and its customers and stakeholders. It will also allow feedback to contribute directly to the improvement of program management.

The solicitation of feedback will target areas such as: timeliness, appropriateness, accuracy of information, courtesy, efficiency of service delivery, and resolution of issues with service delivery. Responses will be assessed to plan and inform efforts to improve or maintain the quality of service offered to the public. If this information is not collected, vital feedback from customers and stakeholders on the Agency's services will be unavailable.

The Agency will only submit a collection for approval under this generic clearance if it meets the following conditions:

- The collections are voluntary;
- The collections are low-burden for respondents (based on considerations of total burden hours, total number of respondents, or burden-hours per respondent) and are low-cost for both the respondents and the Federal Government;
- The collections are non-controversial and do not raise issues of concern to other Federal agencies;
- Any collection is targeted to the solicitation of opinions from respondents who have experience with the program or may have experience with the program in the near future;
- Personally identifiable information (PII) is collected only to the extent necessary and is not retained;
- Information gathered is used only internally for general service improvement and program management

purposes and is not intended for release outside of the agency;

- Information gathered is not used for the purpose of substantially informing influential policy decisions; and
- Information gathered yields qualitative information; the collections are not designed or expected to yield statistically reliable results or used as though the results are generalizable to the population of study.

Feedback collected under this generic clearance will provide useful information, but it will not yield data that can be generalized to the overall population. This type of generic clearance for qualitative information will not be used for quantitative information collections that are designed to yield reliably actionable results, such as monitoring trends over time or documenting program performance. Such data uses require more rigorous designs that address: the target population to which generalizations will be made, the sampling frame, the sample design (including stratification and clustering), the precision requirements or power calculations that justify the proposed sample size, the expected response rate, methods for assessing potential nonresponse bias, the protocols for data collection, and any testing procedures that were or will be undertaken prior to fielding the study. Depending on the degree of influence the results are likely to have, such collections may still be eligible for submission for other generic mechanisms that are designed to yield quantitative results.

Current Action: Extension of a currently approved collection.

Respondents: Individuals and Households, Businesses and Organizations, State, Local or Tribal Government.

Estimated Total Annual Respondents: 10,000.

Estimated Annual Burden on Respondents: 7,582 hours.

Frequency: Once per request.

Kusum Dhyani,

Director, Office of Management Planning.

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