

**DEPARTMENT OF TRANSPORTATION**

**Pipeline and Hazardous Materials Safety Administration**

[Docket No. PHMSA–2026–0464]

**Pipeline Safety: Request for Special Permit; Sable Offshore Corp. (Sable)**

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA); U.S. Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** PHMSA is publishing this notice to solicit public comments on a request for a special permit submitted by Sable Offshore Corp. (Sable). Sable is seeking relief from compliance with certain requirements in the Federal pipeline safety regulations. PHMSA has proposed conditions to ensure that the special permit is not inconsistent with pipeline safety. At the conclusion of the 30-day comment period, PHMSA will review the comments received from this notice as part of its evaluation to grant or deny the special permit request.

**DATES:** Submit any comments regarding this special permit request by March 26, 2026

**ADDRESSES:** Comments should reference the docket number for this special permit request and may be submitted in the following ways:

- *E-Gov Website:* <http://www.regulations.gov>. This site allows the public to enter comments on any **Federal Register** notice issued by any agency.

• *Fax:* 1–202–493–2251.

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

• *Hand Delivery:* Docket Management System: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

*Instructions:* You should identify the docket number for the special permit request you are commenting on at the

beginning of your comments. If you submit your comments by mail, please submit two copies. To receive confirmation that PHMSA has received your comments, please include a self-addressed stamped postcard. Internet users may submit comments at <http://www.regulations.gov>.

**Note:** There is a privacy statement published on <http://www.regulations.gov>. Comments, including any personal information provided, are posted without changes or edits to <http://www.regulations.gov>.

**Confidential Business Information:** Confidential business information (CBI) is commercial or financial information that is both customarily and treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. § 552), CBI is exempt from public disclosure. If your comments responsive to this notice contain commercial or financial information that is customarily treated as private, that you treat as private, and that is relevant or responsive to this notice, it is important that you clearly designate the submitted comments as CBI. Pursuant to 49 Code of Federal Regulations (CFR) § 190.343, you may ask PHMSA to give confidential treatment to information you give to the agency by taking the following steps: (1) mark each page of the original document submission containing CBI as “Confidential”; (2) send PHMSA, along with the original document, a second copy of the original document with the CBI deleted; and (3) explain why the information you are submitting is CBI. Unless you are notified otherwise, PHMSA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this notice. Submissions containing CBI should be sent to Lee Cooper, DOT, PHMSA–PHP–80, 1200 New Jersey Avenue SE, Washington, DC 20590–0001. Any commentary PHMSA receives that is not specifically designated as CBI will be placed in the public docket for this matter.

**FOR FURTHER INFORMATION CONTACT:**

*General:* Mr. Lee Cooper by telephone at 202–913–3171, or by email at [lee.cooper@dot.gov](mailto:lee.cooper@dot.gov).

*Technical:* Ms. Gabrielle St. Pierre by telephone at 907–202–0029, or by email at [gabrielle.st.pierre@dot.gov](mailto:gabrielle.st.pierre@dot.gov).

**SUPPLEMENTARY INFORMATION:** On January 22, 2026, PHMSA received a special permit application from Sable requesting a waiver of the requirement in 49 CFR 195.452(h)(4)(iii)(H) to remediate certain longitudinal seam weld corrosion on hazardous liquid pipelines within 180 days of discovery. The waiver would apply to two segments of the Santa Ynez Pipeline System, an interstate hazardous liquid pipeline facility that transports crude oil produced on the Outer Continental Shelf through an onshore processing facility located in Santa Barbara County, California, to a terminal located in Kern County, California. The two segments that would be subject to the waiver are known as Lines CA–324 and CA–325 (including CA–325A and CA–325B).

Sable filed this application for a special permit to implement the terms of a Consent Decree entered in Civil Action No. 2:20–CV–02415 by the U.S. District Court for the Central District of California following a rupture that occurred on the Santa Ynez Pipeline System in May 2015. Lines CA–324 and CA–325 have not been used to transport hazardous liquid since the rupture, and the Consent Decree required the prior operator of the pipeline to obtain a waiver before restarting Lines CA–324 and CA–325 to make sure that effective measures were in place to mitigate the risk of corrosion.

Sable, which acquired Lines CA–324 and CA–325 after the entry of the Consent Decree, previously obtained a waiver of the regulation at issue in this proceeding from the California Office of the State Fire Marshall. PHMSA also granted a waiver of that regulation in an emergency special permit that it issued to Sable on December 23, 2025. Sable has agreed to continue following the terms and conditions in the emergency special permit until PHMSA issues a decision on the pending application.

PHMSA has reviewed the draft conditions and preliminarily determined that the issuance of the special permit would not be inconsistent with pipeline safety. The requested pipeline segments are as follows:

Line name	County, state	Outside diameter (inches)	Length (miles)	Year installed
CA–324 .....	Santa Barbara, CA .....	24	10.86	1990
CA–325A .....	Santa Barbara, CA .....	30	38.72	1986
CA–325B .....	Santa Barbara, San Luis Obispo, and Kern, CA .....	30	74.84	1986

The special permit application including attachments, draft proposed special permit with conditions, and draft environmental assessment (DEA) for the above-described Sable pipeline segments are available for review and public comment in Docket No. PHMSA–2026–0464. PHMSA invites interested persons to review and submit comments in the docket on the special permit request, draft proposed special permit, and DEA. Please submit comments on any potential safety, environmental, and other relevant considerations implicated by the special permit request. Comments may include relevant data.

Before issuing a decision on the special permit request, PHMSA will evaluate all comments received on or before the comment closing date. PHMSA will consider each relevant comment it receives in making its decision to grant or deny this special permit request.

Issued in Washington, DC, under authority delegated in 49 CFR 1.97.

**Linda Daugherty,**

*Acting Associate Administrator for Pipeline Safety.*

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**BILLING CODE 4910–60–P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary of Transportation

[Docket No. DOT–OST–2026–0760]

#### Guidance on Multimodal State Freight Plans and State Freight Advisory Committees

**AGENCY:** Office of the Secretary of Transportation (OST), Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA), Federal Railroad Administration (FRA), Maritime Administration (MARAD), Pipeline and Hazardous Materials Safety Administration (PHMSA), Great Lakes St. Lawrence Seaway Development Corporation (GLS); U.S. Department of Transportation (DOT or Department).

**ACTION:** Notice of Guidance.

**SUMMARY:** The Fixing America's Surface Transportation (FAST) Act included a provision requiring each State that receives funding under the National Highway Freight Program (NHFP) to develop a State Freight Plan (the Plan) that provides a comprehensive approach for the immediate and long-range planning activities and investments of the State with respect to freight, and meets all the required plan contents listed in the Act. The Infrastructure

Investment and Jobs Act (IIJA) added several new required elements and updated procedures for State Freight Plans. This guidance document updates and replaces the prior guidance on State Freight Plans and State Freight Advisory Committees issued on January 12, 2023. It also updates the guidance to be consistent with recent Executive Orders issued by President Trump and DOT Orders issued by Secretary Duffy. Except for any requirements specified in the statutes cited in the guidance document, the contents of this guidance document do not have the force and effect of law and do not bind the public in any way. The contents will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with any recommendations in this guidance document, as distinct from statutory requirements, is voluntary only, and nonconformity will not affect rights and obligations under existing statutes.

**DATES:** Unless otherwise stated in this Notice, this guidance is effective February 24, 2026.

**FOR FURTHER INFORMATION CONTACT:** Paul Baumer, 1200 New Jersey Avenue SE, Washington, DC 20590. Telephone: 202–366–1092. Email: [Freight@dot.gov](mailto:Freight@dot.gov).

**SUPPLEMENTARY INFORMATION:** Pursuant to 23 U.S.C. 167, States receiving funding under the NHFP are required to have a State Freight Plan developed in accordance with 49 U.S.C. 70202 in order to obligate those funds. Section 21104 of IIJA, Public Law 117–8, 135 Stat. 429 (2021), added new required contents and updated procedures for State Freight Plans, including reducing the update cycle for State Freight Plans from five years to four. Following the passage of IIJA, the Department issued revised guidance on State Freight Plans and State Freight Advisory Committees to address changes made by IIJA. This document replaces the prior guidance on State Freight Plans and State Freight Advisory Committees issued on January 12, 2023. The updated guidance document describes the required contents of State Freight Plans under 49 U.S.C. 70202 and continues to encourage States strongly to establish State Freight Advisory Committees, as directed by 49 U.S.C. 70201. The updates to the guidance document ensure consistency with recent Executive Orders issued by the President and DOT Orders issued by Secretary Duffy, as well as an attempt to make the guidance easier to follow.

The following list of required elements that all State Freight Plans must address for each of the

transportation modes is provided in 49 U.S.C. 70202:

1. An identification of significant freight system trends, needs, and issues with respect to the State;

2. A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;

3. When applicable, a listing of—  
A. Multimodal critical rural freight facilities and corridors designated within the State under 49 U.S.C. 70103 (National Multimodal Freight Network);

B. Critical rural and urban freight corridors designated within the State under 23 U.S.C. 167 (NHFP);

4. A description of how the Plan will improve the ability of the State to meet the national multimodal freight policy goals described in 49 U.S.C. 70101(b) and the NHFP goals described in 23 U.S.C. 167;

5. A description of how innovative technologies and operational strategies, including freight intelligent transportation systems, that improve the safety and efficiency of the freight movement, were considered;

6. In the case of roadways on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to deteriorate the condition of the roadways substantially, a description of improvements that may be required to reduce or to impede the deterioration;

7. An inventory of facilities with freight mobility issues, such as bottlenecks, within the State, and for those facilities that are State owned or operated, a description of the strategies the State is employing to address those freight mobility issues;

8. Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay;

9. A Freight Investment Plan that, subject to 49 U.S.C. 70202(c)(2), includes a list of priority projects and describes how funds made available to carry out 23 U.S.C. 167 would be invested and matched;

10. The most recent commercial motor vehicle parking facilities assessment conducted by the State under 49 U.S.C. 70202(f);

11. The most recent supply chain cargo flows in the State, expressed by mode of transportation;

12. An inventory of commercial ports in the State;

13. If applicable, consideration of the findings or recommendations made by any multi-State freight compact to