

1. Under 49 U.S.C. 10502, the Board exempts from the prior approval requirements of 49 U.S.C. 10901 GER's construction and operation of the Southern Rail Alternative for the above-described Line.

2. The Board adopts the environmental mitigation measures set forth in the Appendix to this decision and imposes them as conditions to the exemption granted here.

3. GER must file a status report as directed by October 22, 2026, then annually thereafter.

4. Notice will be published in the **Federal Register**.

5. Petitions for reconsideration must be filed by May 12, 2026.

6. This decision is effective on the date of service.

Decided: April 22, 2026.

By the Board, Board Members Fuchs, Hedlund, and Schultz.

**Eden Besera,**  
Clearance Clerk.

## APPENDIX

### Noise

MM-Noise-01. GER shall install noise barriers on both sides of the proposed U.S. 277 and Barrera Street bridges to address the severe noise impacts on three receptors that OEA identified. (See Final EIS, Receptors 38, 41, and 42 in Chapter 3, *Affected Environment and Environmental Consequences*, Figure 3.6–5.)

### Cultural Resources

MM-Cultural-01. Prior to drilling piles for new bridge piers on the rail line, GER shall conduct additional archaeological surveys via deep mechanical trenching of floodplain areas in the Area of Potential Effects to confirm the presence or absence of deeply buried archaeological deposits.

MM-Cultural-02. GER shall prepare and provide to OEA a construction monitoring plan no later than 30 days prior to the start of construction of the rail line and abide by the provisions of the plan, including any revisions by OEA, during rail construction activities. The plan shall address the following:

1. Training procedures to familiarize construction personnel with the identification and appropriate treatment of historic properties;

2. Monitoring of rail construction activities by a qualified professional archaeologist;

3. Provisions for the unanticipated discovery of archaeological sites or associated artifacts during construction activities, including procedures for notifying OEA and the Texas Historical Commission (THC) or Tribal Historic

Preservation Officer (THPO), pursuant to 36 CFR 800.13(b), in the event of an unanticipated discovery; and

4. Provisions for complying with the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001–3013) and other applicable federal, state, and local laws and regulations in the event of an unanticipated discovery of unmarked human remains during rail construction activities.

### Biological Resources

MM-Biological-01. To ensure compliance with Section 7 of the Endangered Species Act (16 U.S.C. 1536), GER shall implement the conservation, minimization, and mitigative measures developed with the U.S. Fish and Wildlife Service (USFWS) during the Section 7 consultation process for the protection of the federally listed or proposed threatened and endangered species that could be affected by the rail line, as stipulated in the letter from USFWS to OEA dated June 16, 2025, and the biological assessment prepared by OEA. (See Final EIS, App. K.)

MM-Biological-02. To ensure compliance with the Migratory Bird Treaty Act (16 U.S.C. 703–712), GER shall clear vegetation in preparation for construction of the rail line before or after the breeding bird nesting season to avoid inadvertent removal of active nests (*i.e.*, nesting adults, young, or eggs). If clearing is required during nesting season, GER shall consult with OEA and USFWS on appropriate nest survey methods for that area prior to any clearing or construction activities.

[FR Doc. 2026–08098 Filed 4–23–26; 8:45 am]

**BILLING CODE 4915–01–P**

## SURFACE TRANSPORTATION BOARD

[Docket No. FD 36912]

### L. Neill Cartage Co., Inc.—Continuance in Control Exemption—Proviso Railroad, Inc. and Mason Railroad, Inc.

L. Neill Cartage Co., Inc. (Cartage), a noncarrier, has filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to continue in control of Proviso Railroad, Inc. (PRR), and Mason Railroad, Inc. (MRR), upon their becoming Class III rail carriers.

This transaction is related to notices of exemption in *Proviso Railroad, Inc.—Acquisition Exemption—L. Neill Cartage Co., Inc.*, Docket No. FD 36874, and *Mason Railroad, Inc.—Acquisition Exemption—L. Neill Cartage Co., Inc.*, Docket No. FD 36875, in which PRR and MRR seek Board approval to acquire

from Cartage and to operate certain rail lines in Illinois.<sup>1</sup>

Cartage represents that: (1) the lines that PRR and MRR seek to acquire are the only lines that Cartage will control and that they do not connect with each other; (2) the proposed transactions are not part of a series of anticipated transactions that would result in such a connection; and (3) the transaction does not involve a Class I carrier. Therefore, the proposed transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Accordingly, because the proposed transactions involve Class III rail carriers only, the Board may not impose labor protective conditions here.

The earliest this transaction may be consummated is May 9, 2026, the effective date of the exemption (30 days after the verified notice was filed).<sup>2</sup> If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed by May 1, 2026.

All pleadings, referring to Docket No. FD 36912, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on Cartage's representative, Max Callahan, Fulcrum Rail, 180 North Wacker Drive, Suite 400, Chicago, IL 60606.

According to Cartage, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation

<sup>1</sup> In Docket No. 36874, PRR filed a notice of exemption under 49 CFR 1150.31 to acquire and operate approximately 712.5 feet of track owned by Cartage in Berkeley, Ill. In Docket No. 36875, MRR filed a notice of exemption under 49 CFR 1150.31 to acquire and operate approximately 665 feet of track owned by Cartage in Bedford Park, Ill.

<sup>2</sup> Cartage filed its verified notice February 27, 2026. However, that verified notice failed to provide information required by 49 CFR 1180.6(a)(1)(iii). In a decision served on March 30, 2026, the Board postponed the effective date of Cartage's exemption and directed Cartage to file the required information. Cartage filed that information on April 9, 2026. Accordingly, the filing date of Cartage's verified notice is deemed April 9, 2026.

reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

Decided: April 21, 2026.

**Aretha Laws-Byrum,**  
Clearance Clerk.

[FR Doc. 2026-07982 Filed 4-23-26; 8:45 am]

**BILLING CODE 4915-01-P**

## **SURFACE TRANSPORTATION BOARD**

**[Docket No. EP 290 (Sub-No. 5) (2026-2)]**

### **Quarterly Rail Cost Adjustment Factor**

**AGENCY:** Surface Transportation Board.

**ACTION:** Approval of rail cost adjustment factor.

**SUMMARY:** The Surface Transportation Board has adopted the revised second quarter 2026 Rail Cost Adjustment Factor and cost index filed by the Association of American Railroads.

**DATES:**

*Applicability Date:* April 24, 2026.

**FOR FURTHER INFORMATION CONTACT:**

Laura Schneider, (202) 915-1029. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245.

**SUPPLEMENTARY INFORMATION:** The rail cost adjustment factor (RCAF) is an index formulated to represent changes in railroad costs incurred by the nation's largest railroads over a specified period of time. The Surface Transportation Board (Board) is required by law to publish the RCAF on at least a quarterly basis. Each quarter, the Association of American Railroads computes three types of RCAF figures and submits those figures to the Board for approval. The Board has reviewed the revised submission and adopts the RCAF figures for the second quarter of 2026. The second quarter 2026 RCAF (Unadjusted) is 1.016. The second quarter 2026 RCAF (Adjusted) is 0.388. The second quarter 2026 RCAF-5 is 0.368. This decision supersedes the decision served in this docket on March 20, 2026. Additional information is contained in the Board's decision, which is available at [www.stb.gov](http://www.stb.gov).

*Authority:* 49 U.S.C. 10708.

Decided: April 21, 2026.

By the Board, Board Members Fuchs, Hedlund, and Schultz.

**Regena Smith-Bernard,**  
Clearance Clerk.

[FR Doc. 2026-08028 Filed 4-23-26; 8:45 am]

**BILLING CODE 4915-01-P**

## **SURFACE TRANSPORTATION BOARD**

**[Docket No. FD 36388 (Sub No. 1)]**

### **Belpre Industrial Parkersburg Railroad, LLC—Amendment to Lease and Operation Exemption—CSX Transportation, Inc.**

Belpre Industrial Parkersburg Railroad, LLC (BIP), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to amend the terms under which it leases from CSX Transportation, Inc. (CSXT) and operates approximately 46.9 miles of rail line. BIP states that, after the transaction, it will continue to operate: (1) the Marietta Subdivision, which extends between Belpre, Ohio, at or near CSXT milepost BUS 0.0, and Relief, Ohio, at or near CSXT milepost BUS 38.0, a distance of approximately 38 miles; (2) the Parkersburg Running Track, which extends between Parkersburg, W. Va., at or near CSXT milepost BB 194.59, and Belpre, at or near CSXT milepost BB 189.3, a distance of approximately 5.29 miles; (3) the High Yard, located in Parkersburg at or near CSXT milepost BA 383.04, including all support, ancillary, and other tracks forming the yard; and (4) the High Yard Main Track, which extends through the High Yard, beginning at or near CSXT milepost BA 384.8, through the east end of the yard, and to the end of track, at or near CSXT milepost BA 381.19, in Parkersburg, a distance of approximately 3.61 miles. The Marietta Subdivision, Parkersburg Running Track, and High Yard Main Track are referred to collectively herein as the Lines.<sup>1</sup>

According to the verified notice, BIP entered into an agreement to lease from CSXT and operate the Lines in 2020,<sup>2</sup> and it currently operates the Lines. BIP states that BIP and CSXT have agreed to amend the terms under which BIP leases and operates the Lines once the notice of exemption becomes effective.

BIP certifies that there are no interchange commitments associated with the transaction. BIP also certifies that its projected annual revenues as a result of the proposed transaction will not result in BIP's becoming a Class I or Class II rail carrier and will not exceed \$5 million.

The transaction may be consummated on or after May 10, 2026 the effective

<sup>1</sup> BIP notes that while the High Yard is part of the lease arrangement with CSXT, it is properly classified as excepted track under 49 U.S.C. 10906, and its mileage is excluded from the total calculation of main line track.

<sup>2</sup> See *Belpre Indus. Parkersburg R.R.—Lease & Operation Exemption—CSX Transp., Inc.*, FD 36388 (STB served Apr. 3, 2020).

date of the exemption (30 days after the verified notice of exemption was filed). If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed by May 1, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36388 (Sub No. 1), must be filed with the Surface Transportation Board either via e-filing or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on BIP's representative, Bradon J. Smith, Marwedel, Minichello & Reeb, 303 W Madison Street, Suite 1100, Chicago, IL 60606.

According to BIP, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

Decided: April 21, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

**Regena Smith-Bernard,**  
Clearance Clerk.

[FR Doc. 2026-07984 Filed 4-23-26; 8:45 am]

**BILLING CODE 4915-01-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

**[Docket No.: FAA-2025-5105; Summary Notice No. 2026-13]**

### **Petition for Exemption; Summary of Petition Received; Airlines for America**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion nor omission of information in the summary is intended to affect the legal status of the petition or its final disposition.