

www.denix.osd.mil/army-pch<https://www.denix.osd.mil/army-vwehh-pc/>.

^{vii} The Department of War Cold War Historic Properties Bibliography at <https://www.denix.osd.mil/army-pcw/> is a 244-page annotated bibliography that contains 590 individual reports that document historic properties from the Cold War era for the Army and the Department of War. Also see: National Historic Context for Department of Defense Installations, 1790–1940, Volumes 1–4. DoD Legacy Resource Management Program Project 92–0075 (1995); Military Training Lands Historic Context, USACERL, 2010; World War II Temporary Military Buildings, USACERL Technical Report CRC–93/01, 1993; World War II and the U.S. Army Mobilization Program: A History of 700 and 800 Series Cantonment Program, Legacy Resources Management Program, USACERL; Army Ammunition Production During the Cold War (1946–1989), US Army Environmental Command, 2009; Army Ammunition and Explosives Storage in the United States: 1775–1945, US Army Corps of Engineers, 2000; Unaccompanied Personnel Housing During the Cold War 1946–1989, US Army Environmental Center, 2003; Historic Context for DoD Facilities WWII permanent Construction, US Army Corps of Engineers, Baltimore District, 1997; Historic Context for DoD Facilities World War II Permanent Construction, US Army Corps of Engineers, Baltimore District, 1997; California Historic Military Buildings and Structures Inventory, US Army Corps of Engineers, Sacramento District, 2000; A Historic Context for the African American Military Experience, USACERL, 1998; Army historic contexts at <https://aec.army.mil/Conservation/Cultural-Resource-Technical-Documents/>.

^{viii} Archeology and Historic Preservation; Secretary of the Interior's Standards and Guidelines. 48 FR 44716. Department of the Interior, National Park Service. September 29, 1983.

^{ix} *ibid.*

^x Army housing NHLs are addressed under the Army's program comments historic housing and are not subject to this program comment.

^{xi} The Pioneer Deep Space Station, Fort Irwin, CA is managed by National Aeronautics and Space Administration under their NHPA Section 106 PA for that property and is not subject to this program comment.

^{xii} Referenced nationwide NHPA compliance agreements are located at <https://www.denix.osd.mil/army-cr/army-dod-comments>. Also see references listed in footnote 7.

^{xiii} The historic interior floorplans of pre-1941 built infrastructure have been modified and modernized by Army use over time; all current floorplans include rooms that were not features of the original design, new walls and partitions added that were not features of the original design, floors, walls, and ceilings cut through and modified to add plumbing, electrical service, and heating and ventilation ductwork, plaster walls replaced with drywall, paint and plaster removed to create a new appearance.

^{xiv} Context Study of the United States Army Quartermaster General Standardized Plans 1866–1942. US Army Corps of

Engineers, Seattle District, 1997. A Study of United States Army Family Housing Standardized Plans, Volumes 1–5, Beth Grashof, Georgia Institute of Technology, 1986. National Historic Context for Department of Defense Installations, 1790–1940, Volumes 1–4. Referenced studies are found at <https://www.denix.osd.mil/army-pch/>.

^{xv} For real property acquired by the Army and incorporated into an existing Army installation, the Army will carry out historic property identification efforts when it does not have any existing inventory or knowledge base about the types of historic properties that may be present on such real property.

^{xvi} Program Comment for the Preservation of Pre-1919 Historic Army Housing, Associated Buildings and Structures, and Landscape Features, 89 FR 50350; Program Comment for Army Inter-War Era Historic Housing, Associated Buildings and Structures, and Landscape Features (1919–1940), 85 FR 64491; and Program Comment for Army Vietnam War Era Historic Housing, Associated Buildings and Structures, and Landscape Features (1963–1975), 88 FR 28573. [FR Doc. 2026–08674 Filed 5–4–26; 8:45 am]

BILLING CODE 4310–10–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG–2023–0928]

Shipping Safety Fairways Along the Atlantic Coast; Draft Programmatic Environmental Impact Statement and Overseas Environmental Impact Statement

AGENCY: Coast Guard, DHS.

ACTION: Notice of Availability of a Draft Programmatic Environmental Impact Statement/Overseas Environmental Impact Statement for Establishing Shipping Safety Fairways and Associated Vessel Routing Measures Along the Atlantic Coast; and request for comments.

SUMMARY: The Coast Guard, as the lead agency, announces the availability of the draft Programmatic Environmental Impact Statement/Overseas Environmental Impact Statement (draft PEIS/OEIS) for Establishing Shipping Safety Fairways and Associated Vessel Routing Measures Along the Atlantic Coast. The Proposed Action for purposes of this draft PEIS/OEIS would establish vessel routing measures along the Atlantic Coast, from the United States-Canada maritime border in the Gulf of Maine to Miami, Florida, including the establishment of one fairway anchorage near Delaware Bay. This notice of availability announces the start of the public review and

comment period on this draft PEIS/OEIS. After the Coast Guard considers the comments provided, the Coast Guard will publish a final PEIS/OEIS.

DATES: Comments must be postmarked or received by the Coast Guard on or before June 22, 2026.

ADDRESSES: You may submit comments identified by docket number USCG–2023–0928 at www.regulations.gov. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: For information about this document, call or email either Maureen Kallgren, Coast Guard (telephone 571–608–5384, email Maureen.R.Kallgren2@uscg.mil) or Kevin Lind, Coast Guard (telephone 571–607–2734, email Kevin.E.Lind@uscg.mil).

SUPPLEMENTARY INFORMATION:

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I. Abbreviations

ANPRM Advance notice of proposed rulemaking
 CFR Code of Federal Regulations
 DHS Department of Homeland Security
 EEZ Exclusive Economic Zone
 EIS Environmental Impact Statement
 FR Federal Register
 NEPA National Environmental Policy Act
 NM Nautical mile
 NOI Notice of intent
 NPRM Notice of proposed rulemaking
 OEIS Overseas Environmental Impact Statement
 PEIS Programmatic Environmental Impact Statement
 U.S.C. United States Code

II. Background

This notice of availability briefly summarizes the Proposed Action evaluated in the draft PEIS/OEIS. With it, the Coast Guard would establish vessel routing measures along the Atlantic Coast from the U.S.-Canada maritime border in the Gulf of Maine to Miami, FL, including one fairway anchorage near Delaware Bay. This Proposed Action encompasses three areas. First, the fairways and other vessel routing measures from Long

Island, New York to St. Lucie, Florida and one fairway anchorage near Delaware Bay as proposed in the January 19, 2024 notice of proposed rulemaking (NPRM) titled “Shipping Safety Fairways Along the Atlantic Coast” (89 FR 3587). Second, potential fairways and other vessel routing measures in the Gulf of Maine described in the advance notice of proposed rulemaking (ANPRM) titled “Shipping Safety Fairways in the Gulf of Maine” (89 FR 91296). Third, a zone in which the Coast Guard may, in the future, consider establishing additional routing measures off the coasts of South Carolina, Georgia, and Florida (the “Southeast Zone”). The draft PEIS/OEIS also evaluates the purpose and need for the Proposed Action, potential impacts, and a reasonable range of alternatives and will inform the Coast Guard’s decision-making, including any related future rulemaking actions arising from the NPRM and ANPRM referenced in the analysis (89 FR 3587; 89 FR 91296).

As required by the National Environmental Policy Act (NEPA), a Federal agency must prepare an Environmental Impact Statement (EIS) if it is proposing a major Federal action that has a reasonably foreseeable significant effect on the quality of the human environment (42 U.S.C. 4321 *et seq.*). For this action, the Coast Guard has determined that a Programmatic Environmental Impact Statement (PEIS) is the most appropriate type of environmental review because of the large geographic footprint of the proposed routing measures, and the potential for future similar projects in the action area. The Coast Guard published a notice of intent (NOI) to prepare a PEIS on January 23, 2024 (89 FR 4320). The NOI formally announced a 45-day scoping period to receive comments. The Coast Guard hosted three in-person meetings and one virtual public meeting during the scoping period. The Coast Guard received a total of eight comments and posted all to the docket. The Coast Guard considered these comments to develop the draft PEIS and to revise alternatives within the PEIS.

The area potentially impacted by the Action Alternatives (the Proposed Action and Alternative 2, see Section V. Alternatives) includes marine waters along the U.S. Atlantic Coast within the Coast Guard’s Northeast District (previously District One), East District (previously District Five), and Southeast District (previously District Seven).

III. Purpose and Need for the Proposed Action

The purpose of the Proposed Action is to preserve safe and reliable transit of vessels along historic critical shipping routes essential for U.S. economic prosperity and national security. Facilitating safe and efficient commercial shipping traffic through various vessel routing measures along the U.S. Atlantic Coast ensures consistent and secure access to major ports of the U.S. Marine Transportation System, which includes Federal channels, internal waterways, marine terminals, and naval facilities. The Coast Guard recognizes that increasing interest in new and innovative uses of the outer continental shelf creates a need to establish a resilient system of access to the major ports of the U.S. Atlantic Coast to ensure the Nation’s economic prosperity. The Coast Guard believes this need is best served by establishing consistent and well-defined vessel routing measures and a fairway anchorage.

IV. Scope of the Action

The area considered as part of the scope of the action (the Study Area) includes coastal and offshore waters along the U.S. Atlantic Coast, inclusive of the territorial sea, and extending offshore to the eastward limit of the U.S. Exclusive Economic Zone (EEZ). NEPA is applicable to actions with effects located within the jurisdiction of the United States (42 U.S.C. 4336e (10)(B)(vi)). The Coast Guard prescribes jurisdictional limits in 33 CFR part 2, delineating “territorial sea” to mean the waters, 12 nautical miles (NM) wide, adjacent to the coast of the United States (33 CFR 2.22(a)(1)).

Executive Order 12114 (Environmental Effects Abroad of Major Federal Actions) (44 FR 1957, January 9, 1979) requires an Overseas Environmental Impact Statement (OEIS) for proposed Federal actions significantly affecting the environment outside the geographical boundaries of the United States (that is, beyond the 12 NM U.S. territorial sea) to the borders of the EEZ. However, Executive Order 12114 limits the evaluation to the natural and physical environment. In other words, it excludes social, economic, and other environments. This draft PEIS/OEIS assesses the potential physical, biological, economic, historic, and cultural effects that could result from implementation of the Coast Guard’s proposed establishment of vessel routing measures and one fairway anchorage along the U.S. Atlantic Coast.

This PEIS/OEIS was done with cooperating agencies, the National Oceanic and Atmospheric Administration, the U.S. Navy, the U.S. Army Corps of Engineers, the U.S. Air Force, the Bureau of Ocean Energy Management, the Maritime Administration, and the Bureau of Safety and Environmental Enforcement.

V. Alternatives

This draft PEIS/OEIS evaluates three alternatives:

No Action, under which the Coast Guard would not establish any new fairways, traffic separation scheme extensions, new or modified precautionary areas, or fairway anchorages along the U.S. Atlantic Coast;

Alternative 1 (the Proposed Action), under which the Coast Guard would establish the vessel routing measures along the Atlantic Coast from the United States-Canada maritime border in the Gulf of Maine to Miami, Florida, including the Delaware Bay Fairway Anchorage. These routing measures are described in the NPRM titled “Shipping Safety Fairways Along the Atlantic Coast” (89 FR 3587 Jan. 19, 2024); and potential vessel routing measures in the Gulf of Maine described in the separate ANPRM, “Shipping Safety Fairways in the Gulf of Maine” (89 FR 91296). The draft PEIS/OEIS also evaluates, for programmatic NEPA purposes, a zone in which the Coast Guard may, in the future, establish additional routing measures off the coast of South Carolina, Georgia, and Florida (termed the “Southeast Zone”); and

Alternative 2, under which the Coast Guard would establish the vessel routing measures and the one fairway anchorage proposed in Alternative 1 (the Proposed Action) and would also include several extensions of selected east-west port-approach fairways out to the limit of the EEZ. The northernmost extension would begin at Portland, Maine, and the southernmost extension would begin at Cape Fear, North Carolina.

VI. Findings of the Draft PEIS

The draft PEIS analyzes the potential impacts associated with the No Action Alternative, the Proposed Action, and Alternative 2. Effects include ecological impacts (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems (42 U.S.C. 4321 *et seq.*)), as well as aesthetic, historic, cultural, economic, social, or health effects within the 12 NM U.S. territorial sea. Executive Order 12114 requires the identification and evaluation of impacts

outside the geographical boundaries of the United States (that is, beyond the 12 NM U.S. territorial sea) to the borders of the EEZ. Unlike NEPA, Executive Order 12114 applies only to the natural and physical environment—it excludes social, economic, and other environments. Under the Proposed Action (Alternative 1), 11 percent of the proposed areas would be located within the 12 NM U.S. territorial sea, while 89 percent would be located beyond the 12 NM U.S. territorial sea but within the EEZ.

Under the No Action Alternative, ongoing activities would continue to adversely impact physical, biological, economic, cultural, and historic resources. These ongoing activities are expected to include, but would not be limited to, coastal development including port development and dredging, offshore energy and infrastructure development, maritime transportation activities, mineral extraction, commercial fishing, and recreation. Under the No Action Alternative, the Coast Guard does not expect any additional environmental impacts beyond those resulting from ongoing and future activities.

Neither of the Action Alternatives is expected to change the total number of vessels or vessel trips in the Study Area. Under both Alternative 1 (the Proposed Action) and Alternative 2, the Coast Guard anticipates that vessels shifting into the proposed routing measure areas from adjacent areas would cause modest localized increases in both vessel nautical mileage and use intensity within the proposed routing measure areas, with corresponding decreases in adjacent areas. The Coast Guard also anticipates that the area of the proposed Delaware Bay Fairway Anchorage would experience a localized increase in anchorage use, with a corresponding decrease in anchoring in adjacent areas.

In this draft PEIS/OEIS, the Coast Guard analyzes the potential impacts of the Action Alternatives relative to the No Action Alternative, on physical, biological, economic, cultural, and historic resources. Resources evaluated in detail under NEPA include geology and substrates, air quality, water quality, biological resources, maritime commerce, public health and safety, commercial fisheries, ocean aquaculture, offshore energy development, marine minerals, recreation and tourism, coastal communities and economies, and cultural and historic resources. Based on its analyses, the Coast Guard does not anticipate that either Action Alternative would cause any significant

permanent or long-term impacts to these resources under NEPA.

Resources evaluated in detail under Executive Order 12114 include geology and substrates, air quality, water quality, and biological resources. Based on its analysis, the Coast Guard does not anticipate that either Action Alternative would cause any significant harm to these resources under Executive Order 12114.

VII. Anticipated Permits and Authorizations

The Coast Guard is pursuing applicable environmental compliance actions concurrently with this draft PEIS/OEIS, including coordinating and consulting with multiple Federal and State agencies to avoid, minimize, or mitigate the potential impacts of the Proposed Action. The Coast Guard is coordinating with agencies and, when required, is preparing consultations in accordance with the Endangered Species Act, Magnuson-Stevens Fishery Conservation and Management Act, Marine Mammal Protection Act, Coastal Zone Management Act, Migratory Bird Treaty Act of 1918, Fish and Wildlife Coordination Act, Bald and Golden Eagle Protection Act, National Historic Preservation Act, Clean Water Act, Rivers and Harbors Act, National Marine Sanctuaries Act, and Clean Air Act, as applicable to the Proposed Action and alternatives.

VIII. Associated Notices of Proposed Rulemakings

The Coast Guard published the NPRM titled “Shipping Safety Fairways Along the Atlantic Coast” on January 19, 2024 (89 FR 3587) and the ANPRM, “Shipping Safety Fairways in the Gulf of Maine” on November 19, 2024 (89 FR 91296). In the NPRM, the Coast Guard indicated its intent to prepare a draft EIS. We committed to reopening the public comment period, allowing the public to comment on the alternatives, contents, recommendations, and impact of the analysis in the proposed rule. Please refer to docket number USCG–2019–0279 for the notice that reopens the NPRM comment period concurrently with this comment period for the draft PEIS/OEIS. You may submit comments related to the NPRM at www.regulations.gov using the docket number USCG–2019–0279. Please do not resubmit comments. Any comments submitted during the original comment period of the NPRM will still be considered.

IX. Public Participation and Request for Comments

We encourage you to submit comments or related material on the NEPA process. We will consider all relevant submissions and may adjust our final action based on your comments. If you submit a comment, please include the docket number for this notice, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

Submitting comments. We encourage you to submit comments at www.regulations.gov. To do so, go to www.regulations.gov, type USCG–2023–0928 in the search box and click “Search.” Next, look for this document in the Search Results column, and click on it. Then click on the Comment option. If your material cannot be submitted using www.regulations.gov, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. For more about privacy and submissions in response to this document, see DHS’s eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

Viewing material in docket. To view documents mentioned in this notice as being available in the docket, find the docket as described in the previous paragraph, and then select “Supporting & Related Material” in the Document Type column. Public comments will also be placed in our online docket and can be viewed by following instructions on the Frequently Asked Questions web page, available at www.regulations.gov/faq. The draft PEIS/OEIS is also available for viewing at the Coast Guard Office of Environmental Management web page at <https://www.dcms.uscg.mil/Our-Organization/Assistant-Commandant-for-Engineering-Logistics-CG-4-/Program-Offices/Environmental-Management/Environmental-Planning-and-Historic-Preservation/>.

Personal information. We accept anonymous comments. Comments we post to www.regulations.gov will include any personal information you have provided. For more about privacy and submissions in response to this

document, see DHS's eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

Public meeting. We do not plan to hold a public meeting but we will consider doing so if we determine from public comments that a meeting would be helpful. We would issue a separate **Federal Register** notice to announce the date, time, and location of such a meeting.

Kevin E. Lunday,

Admiral, U.S. Coast Guard, Commandant.

[FR Doc. 2026-08701 Filed 5-4-26; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

[Docket ID FEMA-2026-0034]

National Flood Insurance Program (NFIP); Assistance to Private Sector Property Insurers, Notice of FY 2027 Arrangement

AGENCY: Federal Emergency Management Agency, Department of Homeland Security.

ACTION: Notice.

SUMMARY: The Federal Emergency Management Agency announces the Fiscal Year 2027 Financial Assistance/Subsidy Arrangement for private property insurers interested in participating in the National Flood Insurance Program's Write Your Own Program.

DATES: Interested insurers must submit intent to subscribe or re-subscribe to the Arrangement by September 2, 2026.

FOR FURTHER INFORMATION CONTACT: Karolyn Kiss, Federal Insurance Directorate (FID), Resilience, FEMA, 400 C St. SW, Washington, DC 20472 (mail); (202) 646-3140 (phone); or karolyn.kiss@fema.dhs.gov (email).

SUPPLEMENTARY INFORMATION:

I. Background

The National Flood Insurance Act of 1968 (42 U.S.C. 4001 *et seq.*) authorizes the Administrator of the Federal Emergency Management Agency (FEMA) to establish and carry out a National Flood Insurance Program (NFIP) to enable interested persons to purchase flood insurance. *See* 42 U.S.C. 4011(a). Under the National Flood Insurance Act of 1968, FEMA may use insurance companies and other insurers, insurance agents and brokers, and insurance adjustment organizations as fiscal agents of the United States to help

it carry out the NFIP. *See* 42 U.S.C. 4071. To this end, FEMA may "enter into any contracts, agreements, or other appropriate arrangements" with private insurance companies to use their facilities and services in administering the NFIP on such terms and conditions as they agree upon. *See* 42 U.S.C. 4081(a).

Pursuant to this authority, FEMA enters into a standard Financial Assistance/Subsidy Arrangement (Arrangement) with private sector property insurers, also known as Write Your Own (WYO) companies, to sell NFIP flood insurance policies under their own names and adjust and pay claims arising under the Standard Flood Insurance Policy (SFIP). Each Arrangement entered into by a WYO company must be in the form and substance of the standard Arrangement, a copy of which is published in the **Federal Register** annually, at least 6 months prior to becoming effective. *See* 44 CFR 62.23(a). To learn more about FEMA's WYO Program, please visit <https://nfiptservices.floodsmart.gov/write-your-own-program>.

II. Notice of Availability

Insurers interested in participating in the WYO Program for (FY) Fiscal Year 2027 must contact Karolyn Kiss at karolyn.kiss@fema.dhs.gov by September 2, 2026.

Prior participation in the WYO Program does not guarantee FEMA will approve continued participation. FEMA will evaluate requests to participate in light of publicly available information, industry performance data, and other criteria listed in 44 CFR 62.24 and the FY 2027 Arrangement, copied below. FEMA encourages private insurance companies to supplement this information with customer satisfaction surveys, industry awards or recognition, or other objective performance data. In addition, private insurance companies should work with their vendors and other service providers involved in servicing and delivering their insurance lines to ensure FEMA receives the information necessary to effectively evaluate the criteria set forth in its regulations.

FEMA will send a copy of the offer for the FY 2027 Arrangement, together with related materials and submission instructions, to all private insurance companies successfully evaluated by the NFIP. If FEMA, after conducting its evaluation, chooses not to renew a Company's participation, FEMA, at its option, may require the continued performance of all or selected elements of the FY 2026 Arrangement for a period required for orderly transfer or cessation

of the business and settlement of accounts, not to exceed 48 months. *See* FY 2026 Arrangement, Article II.D. All evaluations, whether successful or unsuccessful, will inform both an overall assessment of the WYO Program and any potential changes FEMA may consider regarding the Arrangement in future fiscal years.

Any private insurance company with questions may contact FEMA at Karolyn Kiss, Federal Insurance Directorate, Resilience, FEMA, 400 C St. SW, Washington, DC 20472 (mail); (202) 646-3140 (phone); or karolyn.kiss@fema.dhs.gov (email).

III. FY 2027 Arrangement

Pursuant to 44 CFR 62.23(a), FEMA must publish the Arrangement at least 6 months prior to the Arrangement becoming effective. Except for the new effective date of October 1, 2026, and some references to applicable fiscal year Arrangement versions, the FY 2027 Arrangement provided below is substantially similar to the previous fiscal year's Arrangement and reflects no substantive amendments, revisions, or other changes.

The FY 2027 Arrangement reads as follows.

Financial Assistance/Subsidy Arrangement

Article I. General Provisions

A. Parties. The parties to the Financial Assistance/Subsidy Arrangement are the Federal Emergency Management Agency (FEMA) and the Company. This Arrangement is solely between FEMA and the Company, and in no instance shall any of the Company's Service Providers have any rights under this Arrangement.

B. Purpose. The purpose of this Financial Assistance/Subsidy Arrangement is to authorize the Company to sell and service flood insurance policies made available through the National Flood Insurance Program (NFIP) and adjust and pay claims arising under such policies as fiscal agents of the Federal Government.

C. Authority. This Financial Assistance/Subsidy Arrangement is authorized under the National Flood Insurance Act of 1968 (42 U.S.C. 4001 *et seq.*), in particular, section 1345(a) (42 U.S.C. 4081(a)), as implemented by 44 CFR 62.23 and 62.24.

D. Definitions.

1. **Service Provider** means Vendors, Contractors, and independent adjusters working on behalf of the Company.

2. **Vendor** means any entity hired by the Company to carry out administrative and operational responsibilities of the