

zone described in paragraph (a) of this section unless authorized by the COTP or the COTP's designated representative.

(2) To seek permission to enter, contact the COTP or the COTP's representative on VHF-FM channel 16 or by telephone at 1 (833) 769-8724. Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative.

(d) *Enforcement periods.* This section will be enforced from 8:50 p.m. until 11:30 p.m. on May 22, 2026, and 8:50 p.m. until 11:30 p.m. on May 30, 2026.

Dated: April 24, 2026.

Anthony R. Migliorini,
Captain, U.S. Coast Guard, Captain of the Port Sector Columbia River.

[FR Doc. 2026-09140 Filed 5-7-26; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG-2026-0476]

Security Zone; Portland Rose Festival on Willamette River

AGENCY: Coast Guard, DHS.

ACTION: Notification of enforcement of regulation.

SUMMARY: The Coast Guard will enforce the security zone for the Portland Rose Festival on the Willamette River in Portland, OR, from noon on June 2, 2026 through noon on June 8, 2026. This action is necessary to ensure the security of vessels participating in the 2026 Portland Rose Festival on the Willamette River during the event. Our regulation for the Portland Rose Festival Security Zone on the Willamette River, identifies the regulated area. During the enforcement period, no person or vessel may enter or remain in the Security Zone without permission from the Sector Columbia River Captain of the Port.

DATES: The regulations in 33 CFR 165.1312 will be enforced from noon on June 2, 2026 through noon on June 8, 2026.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notification of enforcement, call or email Lieutenant Commander Jesse Wallace, Waterways Management Division, Sector Columbia River, U.S. Coast Guard; telephone 503-572-3524, email SCRWWM@USCG.MIL.

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce the security zone for the Portland Rose Festival in 33 CFR 165.1312 for the Willamette River regulated area from noon on June 2, 2026 through noon on June 8, 2026. This action is necessary to ensure the security of vessels participating in the 2026 Portland Rose Festival on the Willamette River during the event. Under the provisions of 33 CFR 165.1312 and subpart D of Part 165, no person or vessel may enter or remain in the security zone, consisting of all waters of the Willamette River, from surface to bottom, encompassed by the Hawthorne and Steel Bridges, without permission from the Captain of the Port Columbia River. Persons or vessels wishing to enter the security zone may request permission to do so from the on-scene Captain of the Port representative via VHF Channel 16 or 13. The Coast Guard may be assisted by other Federal, State, or local enforcement agencies in enforcing this regulation.

In addition to this notification of enforcement in the **Federal Register**, the Coast Guard will provide notification of this enforcement period via the Local Notice to Mariners and marine information broadcasts.

Dated: April 24, 2026.

Anthony R. Migliorini,
Captain, U.S. Coast Guard, Captain of the Port Sector Columbia River.

[FR Doc. 2026-09139 Filed 5-7-26; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG-2026-0018]

RIN 1625-AA00

Safety Zone; Inner Harbor, Baltimore, MD

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for certain navigable waters of the Inner Harbor in Baltimore, MD. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards created during an Air Show. This rulemaking prohibits persons and vessels from being in the safety zone unless specifically authorized by the Captain of the Port,

Sector Maryland-National Capital Region, or a designated representative.

DATES: This rule is effective from 10 a.m. June 24 through 6 p.m. on July 1, 2026. However, it will only be subject to enforcement from 10 a.m. to 6 p.m. on each day it is in effect.

ADDRESSES: To view available documents, go to <https://www.regulations.gov> and search for USCG-2026-0018.

FOR FURTHER INFORMATION CONTACT: If you have questions about this proposed rule, contact Mr. Charles Bullock, Sector Maryland-National Capital Region Waterways Management Division, U.S. Coast Guard; telephone 410-576-2674, email Charles.d.bullock@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
COTP Captain of the Port, Sector Maryland-National Capital Region
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background and Authority

SAIL250® Maryland & Airshow Baltimore (SAIL250) is planning a week-long celebration of maritime and aviation events in Baltimore's Inner Harbor beginning June 24, 2026. Among these events are flyovers and aviation demonstrations. The events may include a U.S. Coast Guard Search and Rescue Drill and WWII-era "Warbird" flyovers. On January 30, 2026, the Coast Guard published a notice of proposed rulemaking (NPRM) titled Safety Zone; Inner Harbor, Baltimore, MD (91 FR 4022). In that NPRM, we stated why we issued the NPRM and invited comments on our proposed regulatory action related to this air show. During the comment period, which ended March 2, 2026, we received no comments.

To protect personnel, vessels, and the marine environment from potential hazards arising from these activities in these navigable waters before, during, and after the air demonstrations, the Captain of the Port, Sector Maryland-National Capital Region (COTP) is establishing a safety zone from 10 a.m. on June 24, 2026, through 6 p.m. on July 1, 2026. We are proposing this rule under the authority in 46 U.S.C. 70034.

III. Discussion Comments of the Rule

There are no changes in the regulatory text of this rule from the proposed rule in the NPRM.

Although the safety zone would be in effect for a week, it would only be subject to enforcement beginning thirty

minutes prior to a demonstration and ending at the conclusion of that demonstration. It would cover all navigable waters of the Inner Harbor, encompassed by a line connecting the following points: beginning at Inner Harbor Pier 6 at position latitude 39°16'59" N, longitude 076°36'12" W, thence south to the Harborview Towers pier at latitude 39°16'41" N, longitude 076°36'12" W, thence northerly and easterly along the shoreline to and terminating at the point of origin located in Baltimore, MD. The dimensions of the safety zone are approximately 2,000 yards in length and 500 yards in width. The regulatory text we are proposing appears at the end of this document.

IV. Regulatory Analyses

We developed this rule after considering numerous statutes and Executive orders related to rulemaking. Below we summarize our analysis based on a number of these statutes and Executive orders.

A. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. Section 605 of the Regulatory Flexibility Act allows an agency to certify a rule, in lieu of preparing an analysis, if the rulemaking is not expected to have a significant economic impact on a substantial number of small entities. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule would not have a significant economic impact on a substantial number of small entities for the following reasons.

This regulation will only impact a small area for a few hours at a time. In addition, the Coast Guard will issue a Broadcast Notice to Mariners via VHF FM marine channel 16, which will allow small entities to adjust their transit plans, and the rule allows vessels to request permission to enter the regulated area from the COTP.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), if this rule will affect your small business, organization, or governmental jurisdiction and if you have questions, contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Small businesses may send comments to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards by calling 1–888–REG–FAIR (1–888–734–3247).

B. Collection of Information

This rule will not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

C. Federalism and Indian Tribal Governments

We have analyzed this rule under Executive Order 13132, Federalism, and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in that Order.

Also, this rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

D. Unfunded Mandates Reform Act

As required by The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538), the Coast Guard certifies that this rule will not result in an annual expenditure of \$100,000,000 or more (adjusted for inflation) by a State, local, or tribal government, in the aggregate, or by the private sector.

E. Environment

We have analyzed this rule under Department of Homeland Security Directive 023–01, Rev. 1, associated implementing instructions, and Environmental Planning COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (42 U.S.C. 4321–4370f), and have determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment.

This rule is a safety zone. It is categorically excluded from further review under paragraph L60(a) of

Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1. A Record of Environmental Consideration supporting this determination is available in the docket.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

- 1. The authority citation for part 165 continues to read as follows:

Authority: 46 U.S.C. 70034, 70051, 70124; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Department of Homeland Security Delegation No. 00170.1, Revision No. 01.4.

- 2. Add § 165.T05–0018 to read as follows:

§ 165.T05–0018 Safety Zone; Inner Harbor, Baltimore, MD.

(a) *Location.* The following area is a safety zone: All waters of the Inner Harbor, encompassed by a line connecting the following points: beginning at Inner Harbor Pier 6 at position latitude 39°16'59" N, longitude 076°36'12" W, thence south to the Harborview Towers pier at latitude 39°16'41" N, longitude 076°36'12" W, thence northerly and easterly along the shoreline to and terminating at the point of origin, located in Baltimore, MD. These coordinates are based on the World Geodetic System (WGS 84)/North American Datum 83 (NAD 83).

(b) *Definitions.* As used in this section, *designated representative* means a Coast Guard Patrol Commander, including a Coast Guard coxswain, petty officer, or other officer operating a Coast Guard vessel and a Federal, State, and local officer designated by or assisting the Captain of the Port Sector Maryland–National Capital Region (COTP) in the enforcement of the safety zone.

(c) *Regulations.* (1) Under the general safety zone regulations in subpart C of this part, you may not enter the safety zone described in paragraph (a) of this section unless authorized by the COTP or the COTP’s designated representative.

(2) To seek permission to enter, contact the COTP or the COTP’s representative on VHF–FM channel 16 or by telephone at (410) 576–2693. Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP’s designated representative.

(d) *Enforcement period.* This section will be enforced as needed from June 24, 2026, to July 1, 2026.

Dated: May 5, 2026.

Patrick C. Burkett,

Captain, U.S. Coast Guard, Captain of the Port, Sector Maryland—National Capital Region.

[FR Doc. 2026–09168 Filed 5–7–26; 8:45 am]

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SURFACE TRANSPORTATION BOARD

49 CFR Parts 1241 and 1251

[Docket No. EP 787]

Updating Class I Rail Carrier Reporting Requirements

AGENCY: Surface Transportation Board.

ACTION: Final rule.

SUMMARY: The Board is adopting a final rule terminating Class I carriers' supplemental reporting of certain Positive Train Control (PTC) expenditures, and it is requiring Class I carriers to report two service metrics on a weekly basis.

DATES: This rule will be effective on June 7, 2026. The initial reporting date will be July 8, 2026.

FOR FURTHER INFORMATION CONTACT: Pedro Ramirez at 202–915–0862. If you require accommodation under the Americans with Disabilities Act, please call (202) 245–0245.

SUPPLEMENTARY INFORMATION: On September 30, 2025, the Board issued a notice of proposed rulemaking proposing to (1) terminate existing requirements for Class I carriers to file supplemental reporting of PTC expenditures (PTC Supplement) as part of their annual R–1 reports filed with the Board and (2) require Class I carriers to report two service metrics to the Board on a weekly basis: original estimated time of arrival (OETA) and industry spot and pull (ISP). *Updating Class I Rail Carrier Reporting Requirements (NPRM)*, EP 787 (STB served Sept. 30, 2025).¹

In response to the *NPRM*, the Board received 13 opening comments and 4 replies, which are discussed in this decision.² For the reasons discussed

below, the Board will adopt its proposal with modifications. The text of the final rule is appended to this decision.

Positive Train Control

The Rail Safety Improvement Act of 2008 (RSIA) required Class I rail carriers to implement PTC—an automated safety system designed to prevent certain types of train accidents—by December 31, 2015, on main lines where intercity or commuter rail passenger transportation, as defined in 49 U.S.C. 24102, is regularly provided, and main lines over which five million or more gross tons of annual traffic and poison- or toxic-by-inhalation hazardous materials, as defined in 49 CFR 171.8, 173.115, and 173.132, are transported. 49 U.S.C. 20157(a)(1); *see also* 49 CFR 236.1019 (main line track exceptions). That deadline was later extended, pursuant to the Positive Train Control Enforcement and Implementation Act of 2015, to December 31, 2018, and railroads were allowed to individually petition the Federal Railroad Administration (FRA) for an alternative schedule and sequence that could further extend the deadline to a date that reflected implementation as soon as practicable but was no more than two additional years. 49 U.S.C. 20157(a)(1), (3)(A)–(D); 49 CFR 1.89.

In response to a petition by Union Pacific Railroad Company in 2013, in Docket No. EP 706, the Board adopted a final rule requiring Class I carriers to file certain data related to PTC expenses in a supplement included with their annual R–1 reports.³ *Reporting Requirements for Positive Train Control Expenses & Invs. (Reporting Requirements)*, EP 706, slip op. at 3–4 (STB served Aug. 14, 2013). In adopting the rule, the Board explained that the PTC Supplement would provide the Board with important information that “would help identify transportation industry changes that may require attention by the agency” and “would assist the Board in preparing financial and statistical summaries and abstracts to provide itself, Congress, other

Coal Transportation Association (NCTA) (FRCA/NCTA) (joint comments), the National Grain and Feed Association (NGFA), the National Industrial Transportation League (NITL), the Private Railcar Food and Beverage Association, Inc. (PRFBA), Mr. Michael Ravnitzky (Ravnitzky), and Trinidad Benham Corporation (Trinidad Benham). Replies were filed by ACC, AAR, FRCA/NCTA (joint reply), and the U.S. Department of Agriculture (USDA).

³ Under 49 U.S.C. 11145(b)(1), the Board may require rail carriers to file with the Board an annual report containing “an account, in as much detail as the Board may require, of the affairs of the rail carrier.” The Board’s regulations require each Class I rail carrier to submit such annual reports, known as R–1 reports, containing information about finances and operating statistics. 49 CFR 1241.11(a).

government agencies, the transportation industry, and the public with transportation data useful in making regulatory policy and business decisions.” *Id.* at 3. The PTC Supplement requirement was codified at 49 CFR 1241.11(b). A detailed description of the PTC Supplement requirement is contained in the *NPRM*, EP 787, slip op. at 2–3.

On December 29, 2020, FRA announced that PTC implementation was complete on all required freight and passenger railroad route miles. FRA, Positive Train Control (PTC), <https://railroads.dot.gov/research-development/program-areas/train-control/ptc/positive-train-control-ptc> (last visited Apr. 28, 2026). FRA also certified that each host railroad’s PTC system complies with the technical requirements for PTC systems. *Id.*

On August 26, 2024, the Association of American Railroads (AAR) filed a petition to reopen Docket No. EP 706 and terminate the PTC Supplement requirement. AAR stated that, when the railroads requested that the Board adopt supplemental PTC reporting more than a decade ago, PTC-related capital costs and operating expenditures were “anticipated to be particularly high during the installation stage.” AAR Pet. 1, *Reporting Requirements*, EP 706. But AAR argued that, since that time, “the vast majority of costs associated with implementing PTC have been dispensed with,” and that the PTC Supplement requirement is no longer necessary. *Id.* at 4. Additionally, AAR argued that Class I railroads are “incurring unnecessary costs and expending significant time” to comply with the PTC-related reporting requirements. *Id.*

In the *NPRM*, the Board proposed elimination of the PTC Supplement.⁴ *NPRM*, EP 787, slip op. at 1. The Board stated that, given that PTC has been fully implemented, the benefits from the supplemental reporting no longer justify the burden of generating and reporting the detailed information required by 49 CFR 1241.11(b). *Id.* at 3. Additionally, the Board noted that ending the PTC Supplement Requirement would simplify carriers’ annual R–1 reporting. *Id.* Under the Board’s proposal, PTC-related expenditures would still be reflected in the R–1 “capital investments and expenses” totals but would not be separately identifiable from non-PTC expenditures. *Id.* The Board also proposed that, should it adopt the proposed discontinuance of

⁴ Given the *NPRM* issued in Docket No. EP 787, the Board denied as moot AAR’s petition to reopen Docket No. EP 706. *Reporting Requirements for Positive Train Control Expenses & Invs.*, EP 706, slip op. at 2 (STB served Sept. 30, 2025).

¹ The *NPRM* was published in the **Federal Register** on September 30, 2025 (90 FR 46779).

² Comments were filed by the American Chemistry Council (ACC), the American Fuel and Petrochemical Manufacturers (AFPM), the Association of American Railroads (AAR), CSX Transportation, Inc. (CSXT), the International Dairy Foods Association (IDFA), the Fertilizer Institute (TFI), Grand Trunk Corporation (CN), the Freight Rail Customer Alliance (FRCA) and the National