

(Authority: 13 CFR 123.3(b).)

**James Stallings,**

*Associate Administrator, Office of Disaster Recovery.*

[FR Doc. 2026–21103 Filed 10–14–26; 8:45 am]

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**SURFACE TRANSPORTATION BOARD**

**[Docket No. FD 36958]**

**Wilkes-Barre Terminal Railway Company—Acquisition and Operation Exemption—Luzerne County Redevelopment Authority and Luzerne County Rail Corporation**

Wilkes-Barre Terminal Railway Company (WBT), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire approximately 59.65 miles of rail line (the Line) from the Luzerne County Redevelopment Authority (LCRA) and the operating rights from LCRA's non-operating subsidiary Luzerne County Rail Corporation (LCRC), in Luzerne County, Pa. The Line consists of the following in-service segments: (1) the Dunmore Secondary Track, between milepost 6.5, at Avoca, Pa., and milepost 10+/- North side Montage Road Crossing, a distance of 4.5 miles;<sup>1</sup> (2) the Avoca Industrial Track, between milepost 1.8, at Number 7 Junction, and milepost 6.5, at Avoca, a distance of 4.7 miles;<sup>2</sup> including the connection with the track of Reading Blue Mountain & Northern Railroad Company (RBMN) between LB Junction and the switch of the Dunmore Secondary Track, a distance of 0.123 miles, and the Langcliff Connecting Track, between milepost 0.0, at Duryea, Pa., and the connection with Norfolk Southern Railway in the middle of York Avenue, at milepost 0.867, a distance of 0.867 miles; (3) the Suscon Industrial Track, between milepost 154.5, at Suscon, Pa., and milepost 158.7, at Hillside, Pa., a distance of 4.2 miles; (4) the Wilkes-Barre Secondary, between milepost 169.2, at Ashley, Pa., and milepost 185.5, at Pittston, Pa., a distance of 16.3 miles; (5) the GWBP Industrial Track, between milepost 0.0, at Ashley, and milepost 0.5, at Hanover Industrial Track, a distance of 0.5 miles; (6) the Brownsville Industrial Track, between milepost 0.0, at Hillside, and milepost 1.0, at Brownsville, Pa., a

distance of 1.0 miles; (7) the Wilkes-Barre Industrial Track, between milepost 59.9, at Ferry Street, and milepost 62.9, at Wilkes-Barre, Pa., a distance of 3.0 miles; (8) the Kingston Industrial Track, between milepost 142.7, at Pittston Junction, and Railroad Station 8594+58, a distance of 8.1 miles; and (9) the D&H Wilkes-Barre Connector, from milepost A–208.08, Hudson Yard, to Conyngham Avenue, City of Wilkes-Barre, Pa., a distance of 2.5 miles; and (10) the APC line, between milepost 0.0 and 0.6 in Wilkes-Barre, a distance of 0.6 miles.

The Line consists of the following out-of-service segments: (1) the West Pittston Running Track, between milepost 0.0, at West Pittston, Pa., and milepost 3.0, at Harding, Pa., a distance of 3.0 miles, and between milepost 186.4, at West Pittston, and milepost 190.2, at Wyoming, Pa., a distance of 3.8 miles, and between milepost 194.2, at Wyoming, and milepost 194.4, in Kingston, Pa., a distance of 0.2 miles; (2) the Nanticoke Industrial Track, between milepost 0.0, at Ashley, and milepost 2.6 at Central Scrap, a distance of 2.6 miles; (3) the Harry E. Breaker Spur, between milepost 0.1, at Maltby Junction, and milepost 0.5, a distance of 0.4 miles; (4) the Miner's Mills Industrial Track, between milepost 173.6, at North Wilkes-Barre, and milepost 176.1, at Hudson, Pa., a distance of 2.5 miles; and (5) the Pettibone Branch, between milepost 0.0 and milepost 0.759, at Dorranceton, Pa., a distance of 0.759 miles.<sup>3</sup>

According to the verified notice, WBT will enter into an agreement with LCRA and LCRC for the acquisition of the Line and operating rights to ensure continued rail service to customers. According to the verified notice, WBT will grant local trackage rights to RBMN to provide immediate rail service to customers on the Line following the expiration of the incumbent operator's lease.

This transaction is related to a concurrently filed verified notice of exemption in *Reading Blue Mountain & Northern Railroad—Trackage Rights Exemption—Wilkes-Barre Terminal Railway*, Docket No. FD 36959, in which RBMN seeks authority to acquire local trackage rights over the in-service segments of the Line.<sup>4</sup>

<sup>3</sup> According to the verified notice, the out-of-service segments are included as part of the proposed transaction because WBT has found no regulatory history to suggest that these segments have been abandoned. WBT states that, although these segments are unlikely to be placed back into active service, WBT recognizes that it will have a common carrier obligation over the out-of-service segments.

<sup>4</sup> Upon consummation of its acquisition authority in this docket, WBT will become a Class III rail

carrier. According to WBT, the proposed transaction does not contain an interchange commitment. WBT certifies that its projected annual revenues resulting from the transaction will not exceed \$5 million and will not result in WBT's becoming a Class I or Class II rail carrier.

The earliest this transaction may be consummated is October 29, 2026, the effective date of the exemption (30 days after the verified notice 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 no later than October 22, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36958, 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 WBT's representative, Justin J. Marks, Clark Hill PLC, 601 13th Street NW, Suite 600, Washington, DC 20005.

According to WBT, 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: October 9, 2026.

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

**Kenyatta Clay,**

*Clearance Clerk.*

[FR Doc. 2026–21035 Filed 10–14–26; 8:45 am]

**BILLING CODE 4915–01–P**

**SURFACE TRANSPORTATION BOARD**

**[Docket No. FD 36959]**

**Reading Blue Mountain & Northern Railroad Company—Trackage Rights Exemption—Wilkes-Barre Terminal Railway Company**

Reading Blue Mountain & Northern Railroad Company (RBMN), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1180.2(d)(7) to acquire approximately 41.79 miles of local trackage rights on a rail line of

carrier. The trackage rights authority in Docket No. FD 36959 cannot be consummated until WBT has exercised its acquisition authority.

<sup>1</sup> The portion of the Dunmore Secondary Track, between milepost 8.6, at Rocky Glen, Pa., and milepost 10+/- north side Montage Road crossing, a distance of 1.4 miles, is out-of-service.

<sup>2</sup> The portion of the Avoca Industrial Track, between milepost 1.8, at Number 7 Junction, and milepost 4, at Rock Street, a distance of 2.2 miles, is out-of-service.

Wilkes-Barre Terminal Railway Company (WBT), in Luzerne County, Pa. (the Line). The Line consists of the following segments: (1) the Dunmore Secondary Track, between milepost 6.5, at Avoca, Pa., and milepost 8.6, at Rocky Glen, Pa., a distance of 2.1 miles; (2) the Avoca Industrial Track, between milepost 4, at Rock Street, and milepost 6.5, at Avoca, a distance of 2.5 miles, including the connection with the track of RBMN between LB Junction and the switch of the Dunmore Secondary Track, a distance of 0.123 miles, and the Langcliff Connecting Track, between milepost 0.0, at Duryea, Pa., and the connection with Norfolk Southern Railway in the middle of York Avenue, at milepost 0.867, a distance of 0.867 miles; (3) the Suscon Industrial Track, between milepost 154.5, at Suscon, Pa., and milepost 158.7, at Hillside, Pa., a distance of 4.2 miles; (4) the Wilkes-Barre Secondary, between milepost 169.2, at Ashley, Pa., and milepost 185.5, at Pittston, Pa., a distance of 16.3 miles; (5) the GWBP Industrial Track, between milepost 0.0, at Ashley, and milepost 0.5 at Hanover Industrial Track, a distance of 0.5 miles; (6) the Brownsville Industrial Track, between milepost 0.0, at Hillside, and milepost 1.0, at Brownsville, Pa., a distance of 1.0 miles; (7) the Wilkes-Barre Industrial Track, between milepost 59.9, at Ferry Street, and milepost 62.9, at Wilkes-Barre, Pa., a distance of 3.0 miles; (8) the Kingston Industrial Track, between milepost 142.7, at Pittston Junction, and Railroad Station 8594+58, a distance of 8.1 miles; (9) the D&H Wilkes-Barre Connector, from milepost A-208.08, Hudson Yard, to Conyngham Avenue, City of Wilkes-Barre, Pa., a distance of 2.5 miles; and (10) the APC line, between milepost 0.0 and 0.6 in Wilkes-Barre, a distance of 0.6 miles.

According to the verified notice, WBT has agreed to grant trackage rights to RBMN pursuant to a trackage rights agreement (Agreement) for RBMN to operate local service.<sup>1</sup> This transaction is related to a concurrently filed verified notice of exemption in *Wilkes-Barre Terminal Railway—Acquisition & Operation Exemption—Luzerne County Redevelopment Authority & Luzerne County Rail Corp.*, Docket No. FD 36958, in which WBT seeks acquisition and operation authority over approximately 59.65 miles of rail line, including the Line here, in Luzerne County, Pa.<sup>2</sup>

The transaction may be consummated on or after October 29, 2026, the effective date of the exemption (30 days after the verified notice was filed).

As a condition to this exemption, any employees affected by the acquisition of the trackage rights will be protected by the conditions imposed in *Norfolk & Western Railway—Trackage Rights—Burlington Northern, Inc.*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Railway—Lease & Operate—California Western Railroad*, 360 I.C.C. 653 (1980).

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 October 22, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36959, 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 RBMN's representative, Justin J. Marks, Clark Hill PLC, 601 13th Street NW, Suite 600, Washington, DC 20005.

According to RBMN, 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: October 9, 2026.

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

**Kenyatta Clay,**

*Clearance Clerk.*

[FR Doc. 2026-21034 Filed 10-14-26; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2025-0787]

#### Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Intelligent Speed Assistance (ISA) User Acceptance and Effectiveness Testing Using Simulator and/or Closed Track Methods

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

**ACTION:** Notice and request for comments on a request for approval of a new collection of information.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) summarized below will be submitted to the Office of Management and Budget (OMB) for review and approval. The ICR describes the nature of the information collection and its expected burden. This document describes a collection of information for which NHTSA intends to seek OMB approval to evaluate driver's acceptance and use of intelligent speed assistance systems. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on June 25, 2026. Five comments were received during the comment period. NHTSA has addressed these comments, and there are no resulting changes to this collection based on the comments. However, due to rounding adjustments, the total estimated burden hours were reduced from 311 to 308 hours.

**DATES:** Comments must be submitted on or before November 16, 2026.

**ADDRESSES:** Written comments and recommendations for the proposed information collection, including suggestions for reducing burden, should be submitted to the Office of Management and Budget at [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). To find this particular information collection, select "Currently under Review—Open for Public Comment" or use the search function.

**FOR FURTHER INFORMATION CONTACT:** For additional information or access to background documents, contact Emily Shull, Office of Vehicle Safety Research, Intelligent Technologies Research Division NSR-320, West Building, U.S. Department of Transportation, 1200

<sup>1</sup> A draft copy of the Agreement was included as Exhibit B to RBMN's verified notice of exemption.

<sup>2</sup> Upon consummation of its acquisition authority in Docket No. FD 36958, WBT will become a Class III rail carrier. The trackage rights authority in this

docket cannot be consummated until WBT has exercised its acquisition authority.