

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2026–2707]

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This document provides the public notice that the Southeastern Pennsylvania Transportation Authority (SEPTA) petitioned FRA seeking approval to discontinue or modify a signal system.

DATES: FRA must receive comments on the petition by December 21, 2026. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT:

Scott Johnson, Railroad Safety Specialist, FRA Signal, Train Control, and Crossings Division, telephone: 406–210–3608, email: scott.j.johnson@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 235 of title 49 Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that by letter received September 2, 2026, SEPTA petitioned FRA seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA–2026–2707.

Specifically, SEPTA requests to remove control point (CP) North Elwyn (milepost (MP) 14.60) on the West Chester Line, including signals 2N and 4N and automatic block signals 1461

and 1462. The subject area is located between Schuylkill Interlocking (MP 0.8) and Wawa Interlocking (MP 18.07) on main tracks Nos. 1 and 2. In the petition, SEPTA states that CP North Elwyn is “operationally redundant” due to service limit changes and infrastructure configuration. Further, SEPTA explains that removing the CP and automatic block signals will “simplify the signal system, reduce maintenance requirements, and maintain or improve overall system reliability.”

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by December 21, 2026 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA’s dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

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BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Federal Transit Administration

[Docket No. FRA–2026–2740]

Joint Application Package From the State of Utah to the Surface Transportation Project Delivery Program and Proposed Memorandum of Understanding (MOU) Assigning Environmental Responsibilities to the State

AGENCY: Federal Railroad Administration (FRA), Federal Transit Administration (FTA), U.S. Department of Transportation (DOT).

ACTION: Notice, request for comments.

SUMMARY: This notice announces that FRA and FTA (Agencies) have received and reviewed an application package from the State of Utah (State), Utah Department of Transportation (UDOT), requesting participation in the Surface Transportation Project Delivery Program (Program). Under the Program, the Agencies may assign, and a State may assume, responsibilities under the National Environmental Policy Act (NEPA), and all or part of the Agencies’ responsibilities for environmental review, consultation, or other actions required under any Federal environmental laws except certain statutory exclusions with respect to one or more railroad projects and one or more public transportation projects within the State. The Agencies have determined the application package to be complete and developed a draft Memorandum of Understanding (MOU) with the State outlining how UDOT will implement the Program with the Agencies’ oversight. The public is invited to comment on UDOT’s request, including its application package and the proposed MOU, which includes the proposed assignments and assumptions of environmental review, consultation, and other activities.

DATES: Comments must be received on or before November 19, 2026.

ADDRESSES: Comments related to Docket No. FRA–2026–2740 may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must refer to the Federal Railroad Administration, the Federal Transit Administration, and the docket number in this notice (FRA–2026–2740). Note that all submissions received, including any personal information provided, will be posted without change and will be

available to the public on <https://www.regulations.gov>. You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000 (65 FR 19477), or at <https://www.transportation.gov/privacy>.

FOR FURTHER INFORMATION CONTACT:

For FRA: Ms. Geri Robinson, Senior Environmental Protection Specialist, Office of Environmental Program Management, Federal Railroad Administration, telephone: (202) 951-0710; email: Geri.Robinson@dot.gov.

For FTA: Mr. Jay Ciavarella, Division Chief, Office of Planning and Environment, telephone: (312) 353-1653, email: Jason.Ciavarella@dot.gov.

For UDOT: Ms. Carissa Watanabe, Environmental Program Manager, Utah Department of Transportation, telephone: (503) 939-2798; email: cwatanabe@utah.gov.

SUPPLEMENTARY INFORMATION:

Background

Section 327 of Title 23, United States Code (23 U.S.C. 327) establishes the Surface Transportation Project Delivery Program, also referred to as the NEPA Assignment Program (Program). It allows the Secretary of the U.S. Department of Transportation (Secretary) to assign, and a State to assume, responsibility for all or part of the Secretary's responsibilities for environmental review, consultation, or other actions required under the National Environmental Policy Act (NEPA) (42 U.S.C. 4321-4370h) and any Federal environmental law with respect to one or more highway projects within the State, as well as one or more railroad, public transportation, and/or multimodal projects. FRA is authorized to act on behalf of the Secretary with respect to these matters for railroad projects and FTA is authorized to act on behalf of the Secretary with respect to these matters for public transportation projects.

The State of Utah initially participated in the Federal Highway Administration's (FHWA's) Program. In accordance with 23 U.S.C. 327, the NEPA Assignment Memorandum of Understanding (MOU) was executed between the State, acting through UDOT, and FHWA and became effective on January 17, 2017. After the initial MOU term, the agreement was renewed on May 26, 2022. Since being accepted into the FHWA NEPA Assignment Program, the State has successfully completed four audits, seven self-assessments, and one monitoring event. FHWA has consistently publicly stated that the State continues to meet all requirements of the NEPA Assignment

Program. The State will have participated in the Program for 10 years on December 17, 2027.

Pursuant to 23 CFR 773.107(b)(1) and (2), UDOT provided public notice of its draft joint application requesting FRA and FTA NEPA assignment responsibilities on July 29, 2026. It was available for a 30-day comment period, with comments due by the close of business on August 28, 2026. The notice was published in a statewide newspaper and is available at: <https://connect.udot.utah.gov/events/notice-of-availability-of-the-utah-department-of-transportations-application-to-assume-the-federal-railroad-administrations-and-federal-transit-administrations-nepa-responsi/>. UDOT also sent notice of the joint application by email and letter with request for comment to all transit agencies in Utah, metropolitan planning organizations, regional planning organizations, associations of governments, regulatory agencies, and Native American Tribes. UDOT notified State agencies through the State of Utah's Resource Development Coordination Council, which is responsible for notifying all State agencies and compiling any comments received related to actions that may affect the physical resources of the State. On September 3, 2026, UDOT formally submitted its joint application package to the Agencies. The submission includes a verification of Statewide notice and solicitation of public comment, Utah's determination that the State of Utah's Public Records Act is comparable to the Federal Freedom of Information Act, the draft MOU, and the UDOT Commissioner's signature approving the application.

Under the proposed MOU, the Agencies would assign to the State the responsibility for making decisions on railroad and public transportation projects as described in UDOT's application and in Part 2 of the draft MOU. As provided in subpart 2.3, UDOT is requesting to assume the Agencies' responsibilities under NEPA for the following covered classes of railroad and public transportation projects upon execution of the Program MOU with the Agencies: all railroad projects in Utah whose source of Federal funding comes from FRA or require FRA approvals; all public transportation projects in Utah whose source of Federal funding comes from FTA or requires FTA approvals; and all projects funded by other Federal agencies, or projects without any Federal funding, that also require FRA or FTA approvals. As provided in subparts 2.1.1 and 2.1.2, UDOT is requesting to assume the Agencies'

responsibilities under NEPA for these covered railroad and public transportation projects where UDOT is the Direct Recipient and responsible for the design (for FTA) or final design (for FRA) and construction of the project, or where UDOT is designated in a project-specific agreement as the project sponsor or co-sponsor. For these projects, UDOT requests to assume only the Agencies' NEPA responsibilities; the request does not include assuming the NEPA responsibilities of other Federal agencies. UDOT may assume the Agencies' responsibilities under NEPA for locally administered railroad or public transportation projects by mutual agreement between the State and FRA or FTA, as applicable, pursuant to the requirements of 23 U.S.C. 327(l). In addition, UDOT would establish appropriate relationships with other Operating Administration(s) involved in a multimodal project, including cooperating agency, participating agency, and lead or co-lead agency relationships under NEPA. Lastly, UDOT may rely on other Federal agencies' NEPA analyses consistent with NEPA, USDOT, FRA and FTA regulations, policies, and guidance, as applicable. UDOT's assumption of these NEPA Assignment responsibilities will provide for the highest degree of program-wide consistency and efficiency in document review and agency coordination. It will also provide the greatest opportunity for streamlining benefits.

Excluded from assignment are the following:

(1) Railroad or public transportation projects that cross State boundaries or that cross or are adjacent to international boundaries. For purposes of the State's application and the proposed MOU, a project is considered "adjacent to international boundaries" if it requires the issuance of a new, or modification of an existing, Presidential Permit.

(2) As provided at 23 U.S.C. 327(a)(2)(D), any railroad or public transportation project that is not assumed by the State as identified in the State's application and under subparts 2.3 through 2.6 of the proposed MOU, remains the responsibility of FRA or FTA.

Under the proposed MOU, UDOT would also assume the responsibility to conduct the following environmental review, reevaluation, consultation, or other action pertaining to the review or approval of railroad and public transportation projects specified under MOU subpart 2.3 and required under the following Federal environmental laws and executive orders related to

railroad and public transportation projects:

Environmental Review Process

Efficient environmental reviews for project decisionmaking and One Federal Decision, 23 U.S.C. 139
Planning and Environmental Linkages, 23 U.S.C. 168, except for FHWA and FTA responsibilities associated with 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304
Programmatic Mitigation Plans, 23 U.S.C. 169, except for FHWA and FTA responsibilities associated with 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304
Efficient environmental reviews, 49 U.S.C. 24201
General provisions, 49 U.S.C. 5323
Environmental Impact and Related Procedures, 23 CFR part 771

Air Quality

Clean Air Act (CAA), 42 U.S.C. 7401–7671q, with the exception of any general conformity determinations

Noise

Noise Control Act of 1972, 42 U.S.C. 4901–4918

Wildlife

Endangered Species Act of 1973 (ESA), 16 U.S.C. 1531–1544
Fish and Wildlife Coordination Act, 16 U.S.C. 661–667d
Bald and Golden Eagle Protection Act, 16 U.S.C. 668–668d
Migratory Bird Treaty Act, 16 U.S.C. 703–712

Hazardous Materials Management

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 U.S.C. 9601–9675
Superfund Amendments and Reauthorization Act (SARA), 42 U.S.C. 9671–9675
Resource Conservation and Recovery Act (RCRA), 42 U.S.C. 6901–6992k

Historic and Cultural Resources

National Historic Preservation Act of 1966 (NHPA), as amended, 54 U.S.C. 300101–307108, *et seq.*, and implementing regulations at 23 CFR part 800, except to the extent 23 CFR 773.105(b)(4) requires FRA or FTA to retain responsibility for government-to-government consultation with Indian tribes
Archaeological Resources Protection Act of 1979 (ARPA), as amended, 16 U.S.C. 470aa–470mm
Preservation of Historical and Archeological Data, 54 U.S.C. 312501–312508

Native American Graves Protection and Repatriation Act (NAGPRA), 25 U.S.C. 3001–3013; 18 U.S.C. 1170

Social and Economic Impacts

American Indian Religious Freedom Act, 42 U.S.C. 1996
Farmland Protection Policy Act (FPPA), 7 U.S.C. 4201–4209

Water Resources and Wetlands

Clean Water Act, 33 U.S.C. 1251–1387 (Sections 319, 401, 402, 404, and 408)
Emergency Wetlands Resources Act, 16 U.S.C. 3901 and 3921
Flood Disaster Protection Act, 42 U.S.C. 4001–4133
General Bridge Act of 1946, 33 U.S.C. 525–533
Rivers and Harbors Act of 1899, 33 U.S.C. 401–406
Safe Drinking Water Act (SDWA), 42 U.S.C. 300f–300j–26
Wetlands Mitigation, 23 U.S.C. 119(g) and 133(b)(3)
Wild and Scenic Rivers Act, 16 U.S.C. 1271–1287

Parklands and Other Special Land Uses

Section 4(f), 49 U.S.C. 303 and implementing regulations at 23 CFR part 774
Land and Water Conservation Fund (LWCF) Act, 54 U.S.C. 200302–200310

The proposed MOU would allow UDOT to act in the place of FRA and FTA in carrying out the environmental review-related functions described above, except with respect to Government-to-Government consultations with federally recognized Indian Tribes. UDOT would continue to handle routine consultations with the Tribes and understands that a Tribe has the right to direct consultation with FRA or FTA upon request. UDOT may assist FRA or FTA with Government-to-Government consultations, with consent of a Tribe, but FRA and FTA remain responsible for the consultation.

In addition, UDOT would not assume FRA's or FTA's responsibilities for conformity determinations required under Section 176 of the CAA (42 U.S.C. 7506), or any responsibility under 23 U.S.C. 134 or 135, or under 49 U.S.C. 5303 or 5304.

FRA and FTA will consider the comments submitted on UDOT's joint application and the proposed MOU. A copy of the joint application package and proposed MOU may be viewed on the docket (FRA–2026–2740) at <https://www.regulations.gov>. A copy also may be viewed on UDOT's website at: <https://connect.udot.utah.gov/about-us/program-development-group/environmental-division/>. Any final

MOU approved by FRA and FTA may include changes based on comments and consultations relating to the proposed MOU and will be made publicly available.

(Authority: 23 U.S.C. 139; 23 U.S.C. 327; 42 U.S.C. 4331, 4332; 23 CFR part 771; 23 CFR part 773; 49 CFR 1.89; 49 CFR 1.91; 49 CFR part 264; and 49 CFR part 622.)

Marlys Ann Osterhues,

Director, Office of Environmental Program Management, Office of Railroad Administration, Federal Railroad Administration.

Megan Blum,

Deputy Associate Administrator, Office of Planning and Environment, Federal Transit Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2026–1981]

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This document provides the public notice that the Indiana & Ohio Railway Company (IORY) petitioned FRA seeking approval to discontinue or modify a signal system.

DATES: FRA must receive comments on the petition by December 21, 2026. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

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