Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*), 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.T01–0830 to read as follows:

§ 165.T01–0830 Safety Zone; Hackensack River, Kearny and Secaucus, NJ.

(a) *Location.* The following area is a safety zone: All waters of the Hackensack River from surface to bottom, shoreline to shoreline, between the New Jersey Turnpike/I–95 Fixed Bridge (River Mile 5.3) and a line drawn from 40° 44′54.52″ N, 74°05′37.59″ W, thence to 40°45′02.07″ N, 74°05′31.69″ W, approximately 1,650 feet south of the existing Portal Bridge. These coordinates are based on the World Geodetic System (WGS 84).

(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 New York (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 (718) 354–4353. 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 is effective from 6 a.m. on November 17, 2026, through 11:59 p.m. on May 27, 2027, but will only be enforced during periods when barges are within the channels at the existing bridge and demolition operations are in progress. The Coast Guard will issue information of the enforcement period through Local Notice to Mariners, the Coast Guard Navigation Center Maritime Safety Information Products page at *https://www.navcen.uscg.gov/msi,* and Broadcast Notice to Mariners via marine channel 16 (VHF–FM) as soon as practicable. In addition, if the project is completed before May 27, 2027, enforcement of the safety zone will be suspended, and notice given via Local Notice to Mariners.

Doreen McCarthy

Captain, U.S. Coast Guard, Captain of the Port Sector New York.

[FR Doc. 2026–23567 Filed 11–18–26; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF THE INTERIOR

National Park Service

36 CFR Part 7

[NPS–MACA–DTS 43560; Docket ID NPS–2026–0001; PPSEMACAS0 PPMPSPD1Z.YM0000 255P103601]

RIN 1024–AE93

Mammoth Cave National Park; Bicycling and Horses

AGENCY: National Park Service, Interior.

ACTION: Final rule.

SUMMARY: The National Park Service (NPS) amends the special regulations for Mammoth Cave National Park to allow bicycle use on approximately 37 miles of multi-use trails throughout the park. This rule also will allow visitors to ride horses on the 5.4-mile Houchin Ferry North/Ollie Road.

DATES: This rule is effective December 21, 2026.

ADDRESSES: Comments received on the proposed rule are available on *https://www.regulations.gov* in Docket No. NPS–2026–0001. A copy of the Mammoth Cave National Park Comprehensive Land and River Trails Plan and Environmental Assessment and the associated Finding of No Significant Impact are available online at *https://parkplanning.nps.gov/maca* by clicking the link entitled ''Develop Land and River Trail Management Plan for Mammoth Cave National Park'' and then clicking the link entitled ''Document List.''

FOR FURTHER INFORMATION CONTACT: Barclay Trimble, Superintendent, Mammoth Cave National Park; (202) 758–2180; *Barclay_Trimble@nps.gov.* Individuals in the United States who are deaf, deafblind, hard of hearing, or have a speech disability may dial 711 (TTY, TDD, or TeleBraille) to access telecommunications relay services. Individuals outside the United States should use the relay services offered within their country to make international calls to the point-of-contact in the United States.

SUPPLEMENTARY INFORMATION:

Background

History, Establishment and Purpose of the Park

Mammoth Cave National Park comprises more than 52,000 acres of land within Edmonson, Hart, and Barren Counties in Kentucky. Within Mammoth Cave National Park is Mammoth Cave. Named for the enormity of its subterranean vaults and the unparalleled extent of its passages, Mammoth Cave is the longest known cave system in the world with over 400 miles surveyed to date. The geologic features within the extensive cave system are the product of a unique set of conditions found nowhere else, all of which contribute to the largest, most complex, and best-known karst area in the world. Karst is a geologic term that refers to areas of irregular limestone in which erosion has produced features such as fissures, sinkholes, underground streams, sinking springs, and caverns. The land above the underground formations is characterized by rugged hills, valleys, and forests.

Congress authorized the establishment of the park in 1926, which was officially established in 1941 and added to in 1961 with the acquisition of Great Onyx Cave and Crystal Cave. The legislative history of the establishment of the park recognized the need to protect and conserve the stunning and unique underground formations of the cave system, but also opportunities for recreation that could be provided by lands above ground. The park's enabling legislation directs the NPS to administer the park in accordance with the laws generally applicable to the National Park System, including the NPS Organic Act. That act requires the NPS to promote and

regulate the scenery, natural and historic objects, and wild life in parks and to provide for the enjoyment of the same in such manner and by such means that will leave them unimpaired for the enjoyment of future generations. 54 U.S.C. 100101.

In 2014, the NPS published the foundation document for the park. The document states that the park's purpose is to preserve, protect, interpret, and study the internationally recognized biological and geologic features and processes associated with the longest known cave system in the world, the park's diverse forested, karst landscape, the Green and Nolin rivers, and extensive evidence of human history; and to provide and promote public enjoyment, recreation, and understanding. Today, visitors are drawn to the park by its caves, scenic river valleys, bluffs, forests, and abundant wildlife. Above ground, the park offers opportunities for ranger-led tours, surface walks, camping, hiking, horseback riding, bicycling, scenic drives, canoeing and kayaking, fishing, accessible trails, and picnicking.

Trail Use in the Park

Bicycling is allowed on approximately 19 of the 85 miles of land-based trails within the park. These multi-use trails are the Connector Trail from the Big Hollow Trailhead to the Maple Springs Trailhead (Maple Springs Connector Trail), the Big Hollow Trail, the Mammoth Cave Railroad Bike & Hike Trail, and the White Oak Trail. Bicycles also are allowed on roads that are open to public motor vehicle traffic and on four administrative roads that are closed to motor vehicle use by the public but open to motor vehicle use by the NPS for administrative purposes (the Crystal Cave, Great Onyx, Three Springs, and Union City administrative roads).

Trails, public roads, and administrative roads that are open to traditional bicycles also are open to two-wheeled electric bicycles (e-bikes). Trail-use of three-wheeled e-bikes is limited to the Mammoth Cave Railroad Bike & Hike Trail and the Maple Springs Connector Trail. The use of traditional bicycles and e-bikes is governed by State law and NPS regulations that address topics such as speed limits, operation during periods of low visibility, obeying traffic control devices, and unsafe operation. See 36 CFR 4.30.

In addition to opportunities for hiking and bicycling, visitors can ride horses on 54 miles of trail within the park, featuring wooded backcountry routes suitable for different skill levels and ages. The trails include wide, smooth dirt paths that accommodate two riders as well as narrower, single-file ridgeline trails. Horseback riding is prohibited on all park roads pursuant to NPS general regulations that prohibit the use of horses on park roads except in limited circumstances. See 36 CFR 2.16.

Comprehensive Land and River Trails Plan and Environmental Assessment

In 2022, the NPS began developing a new land and river trails management plan for the park. The NPS initiated this planning process because previous plans had become outdated, and the condition of the park's trail system had deteriorated in a way that was adversely impacting park resources and the experience of trail users. The new plan would guide trail management for several decades with the purpose of improving access to high-quality land and river-based recreational opportunities for a diverse group of trail users, including hikers, equestrians, mountain bikers, and paddlers.

After the conclusion of a preliminary planning phase that sought feedback from trail users, community groups, and the general public, the NPS published the ''Mammoth Cave National Park Comprehensive Land and River Trails Plan and Environmental Assessment'' (EA) in 2024. The EA analyzed the potential environmental impacts of a no-action alternative that would have continued current management of the trail system and an action alternative that was identified as the NPS's preferred alternative. Under the action alternative, the NPS would add approximately 66 miles of land-based trails to the park trail system. This 72 percent increase in trail mileage would create new opportunities for hiking, horseback riding, and bicycling.

Specific to bicycle use, under the preferred alternative, the NPS would (1) discontinue bicycle use on the White Oak Trail; (2) close and restore to natural conditions the Maple Springs Connector Trail; and (3) construct eight new multi-use trails where bicycle use would be allowed, resulting in a total of approximately 37 miles of trail open to bicycle use.

As described in the EA, trail construction activities would use sustainable trail techniques to manage water and limit erosion, such as trail hardening, grade reversals, outslopes, and other earthwork strategies that improve drainage. These measures would minimize trail widening and trail braiding on new and rehabilitated trails, resulting in less vegetation trampling. The NPS would implement mitigation measures to minimize the impact on native vegetation during construction.

In addition to evaluating the potential impacts of trail construction and modification activities, the EA evaluated the potential impacts of allowing bicycles on the new trails. The EA and an associated written determination required by NPS regulations evaluate the suitability of trail surfaces and soil conditions for accommodating bicycle use, life cycle maintenance costs, safety considerations, methods to prevent or minimize user conflict, and methods to protect natural and cultural resources and mitigate impacts from bicycle use. Under the preferred alternative, the NPS would convert a one-mile section of the Ugly Creek Road from a public road to an administrative road that is closed to motor vehicle use other than vehicles used by the NPS for administrative purposes. Hiking and bicycling would be allowed on the converted section of this road.

The preferred alternative also would open the Houchin Ferry North/Ollie Road (5.4 miles) to horseback riding. This change would improve the experience of equestrians by providing multiple opportunities for shorter loop rides, and a new opportunity to ride to the river and back from the northern boundary of the park. The NPS does not anticipate there will be conflicts between vehicles, equestrian users, hikers, and bicyclists because the road is used rarely by motor vehicles. All other public and administrative roads would continue to remain closed to equestrian use.

The NPS accepted public comments on the EA for 30 days. In December 2024, following a recommendation by the park superintendent, the Regional Director for Interior Region 2, South Atlantic—Gulf, signed a Finding of No Significant Impact (FONSI) that identified the preferred alternative in the EA as the selected alternative. As stated in the FONSI, the NPS believes the selected alternative will improve the conditions and sustainability of the aboveground land and water trail networks in the park and enhance the diversity and quality of visitor experiences while protecting natural and cultural resources. Implementation of the selected alternative will expand opportunities for visitors to enjoy and recreate within the park.

Final Rule

This rule implements part of the selected alternative in the FONSI by amending the special regulations for the park in 36 CFR 7.36. This rule authorizes the superintendent to

designate approximately 37 miles of multi-use trails for bicycle use in the park. The rule identifies 12 distinct trails that could be designated for bicycle use. Two trails currently designated for bicycle use—the Maple Springs Connector Trail and the White Oak Trail—are removed, consistent with plans to close those trails to bicycle use under the selected alternative. Another currently designated trail—the Mammoth Cave Railroad Bike & Hike Trail—remains on the list and another—the Big Hollow Trail—is listed as three separate segments as identified on park maps.

The rule adds the following eight new trails that will be constructed under the selected alternative:

- Brooks Knob Road Cemetery Trail;
- Brooks Knob Road Trail (up to gate);
- Crystal Cave Road Trail;
- East Entrance Trail;
- Little Hope Cemetery Trail;
- Sugar Sink Connector Trail;
- Sugar Sink Trail; and
- West Entrance Trail.

The rule includes the approximate mileage of all the identified trails. The rule requires the superintendent to notify the public of designated trails through one or more of the methods identified in 36 CFR 1.7, including publication in the Superintendent's Compendium (or written compilation) of discretionary actions and on maps available at the visitor center and on the park website. NPS regulations at 36 CFR 4.30(i) authorize superintendents to allow electric bicycles on park roads, parking areas, and administrative roads and trails that are otherwise open to traditional bicycles. Accordingly, the superintendent may decide to allow electric bicycles on any of the trails identified in the rule that are open to traditional bicycles and will notify the public pursuant to 36 CFR 1.7.

NPS general regulations in 36 CFR 2.16(c) prohibit the use of horses or pack animals on a park road, except where such travel is necessary to cross to or from designated trails, areas, or privately owned property when no alternative trails or routes have been designated, and when the road is closed to motor vehicles. Neither of these exceptions to the general rule apply to riding horses on the Houchin Ferry North/Ollie Road, which is called for in the selected alternative. Special regulations for the park, however, can amend, modify, relax, or make more stringent general regulations in 36 CFR parts 1 through 5 and part 12. See 36 CFR 1.2(c). Accordingly, this rule adds a new paragraph (d) to the special regulations for the park that allows equestrian use on the approximately 5.4-mile Houchin Ferry North/Ollie Road.

Compliance With NPS Bicycle Regulations

The EA constitutes the planning document and evaluates the criteria required by the NPS's general bicycle regulations at 36 CFR 4.30. Under the selected action in the FONSI, the NPS will allow bicycle use on approximately 37 miles of multi-use trails in the park. The EA evaluates the suitability of each trail surface and soil conditions for accommodating bicycle use, and life cycle maintenance costs, safety considerations, methods to prevent or minimize user conflict, and methods to protect natural and cultural resources and mitigate impacts associated with bicycle use.

The final trail alignments shown on the maps in the EA are based on field surveys and geographic information system (GIS) analysis. The new trail alignments have been determined at the corridor level, defined as a 60-foot-wide corridor within which the new trail would be constructed. Final trail alignments will be determined on the ground upon implementation and in consultation with park natural and cultural resources specialists, which could result in minor adjustments to the trail locations shown on the maps. If a need existed to align a trail outside of the identified corridor, the amended alignment would undergo additional review to avoid or minimize impacts on sensitive resources, and the change would be documented as an amendment to the trails management plan.

The superintendent of the park signed a written determination that bicycle use on all of the trails identified in this rule and certain administrative roads that will be open to bicycle use under the selected action in the FONSI, is consistent with the protection of the park's natural, scenic, and aesthetic values; safety considerations; management objectives; and will not disturb wildlife or park resources, as required by 36 CFR 4.30. The NPS made the written determination available on the park's planning website and accepted comments on the written determination during the public comment period for the proposed rule. The Regional Director approved the written determination on August 26, 2026. The written determination is available at the URL listed in the **ADDRESSES** section.

Summary of Public Comments

The NPS published a proposed rule in the **Federal Register** on February 9, 2026 (91 FR 5700). The NPS accepted public comments for 60 days via the mail, hand delivery, and the Federal eRulemaking Portal at *https://www.regulations.gov.* Comments were accepted through April 10, 2026. The NPS received approximately 150 comments on the proposed rule. Overall, commenters broadly supported expanding recreation opportunities but stressed that effective communication, monitoring, and adaptive management will be essential to protect park resources and ensure safe, enjoyable multi-use trail experiences. Several commenters addressed potential environmental impacts of expanding bicycle use on the trail system, including impacts on soils and erosion, the aquatic ecosystem, plant communities, and park wildlife. These comments are not addressed in this final rule because they raise environmental issues that the NPS considered in the EA and FONSI. The NPS evaluated the environmental impacts of the no-action and preferred alternatives in the EA and explained the reasons for selecting the preferred alternative in the FONSI. The NPS did not identify any new significant environmental issues in the public comments on the proposed rule. After considering public comments and additional review of the proposed rule, the NPS is finalizing the proposed rule without change. A summary of the pertinent issues raised by commenters and NPS responses are provided below:

1. Comment: Some commenters stated that allowing horses on a shared-use road creates safety risks because horses may react unpredictably to bicycles or vehicles.

NPS Response: Houchin Ferry Road North experiences very low levels of use which should mitigate the potential for conflicts among vehicles, horseback riders, hikers, and bicyclists. As described in Appendix A of the EA, the NPS employs a monitoring program to track conditions related to visitor experiences, including reports of user conflicts. Monitoring helps assess progress toward desired conditions within the park, such as ensuring that:

- visitors can confidently choose appropriate recreational opportunities,
- conflicts among user groups are minimized, and
- signage and trail markings provide accurate, reliable information.

If monitoring indicates that conditions are trending away from these desired outcomes, the NPS would manage visitor concerns by implementing management strategies listed in Appendix A of the EA, such as providing appropriate trip-planning information to visitors based on

motivation and separating use types further.

2. Comment: One commenter expressed concern that transporting horses requires large pickup trucks and trailers (often 25 to 55 feet long) which would necessitate more paved parking and turnaround areas. The commenter stated that during busy periods insufficient parking could lead to parking along road shoulders, which would contribute to soil erosion and create additional traffic hazards.

NPS Response: As part of the selected alternative in the EA, both the McCoy Hollow and Wildcat Hollow parking areas will be improved to support horse-trailer use. These improvements are designed to enhance maneuverability and safe trailer parking without expanding the footprint beyond what is consistent with desired conditions and resource-protection goals. In addition to physical improvements, the NPS may implement several management strategies if monitoring indicates that parking demand is approaching or exceeding established thresholds. One such strategy is to enforce parking lot capacity limits and prevent overflow parking, including shoulder parking, to avoid soil erosion and maintain roadway safety.

3. Comment: Some commenters questioned who would be responsible for cleaning up manure from equestrian use on the road.

NPS Response: The NPS does not have sufficient staff and equipment to collect excrement on trails and roads where horseback riding is allowed. The Superintendent's Compendium for the park states that—at trailheads—manure spilled from the trailering unit and any fresh excrement must be placed in the trailering unit. This requirement will be applied to equestrian use on the Houchin Ferry North/Ollie Road to help prevent the introduction of exotic plant seeds into the park and to promote visitor enjoyment of park resources.

4. Comment: Some commenters opposed constructing new multi-use trails, citing potential impacts on the natural environment and recommending that the NPS focus on maintaining existing trails instead. Others supported creating more pedestrian-only trails due to safety concerns associated with shared-use routes. Several commenters encouraged the NPS to construct purpose-built mountain bike trails rather than additional multi-use trails, while others suggested that equestrian and bicycle use is incompatible and should occur on separate trails.

NPS Response: The NPS appreciates the range of views on shared use of trail networks within the park. The purpose of the EA was to improve the sustainability of the above-ground trail system, protect natural and cultural resources, and enhance the diversity and quality of visitor experiences. The selected alternative addresses longstanding issues such as inconsistent trail design standards, erosion, trail widening, and visitor-use conflicts and will serve as the guiding framework for trail development, maintenance, and visitor-use management over the long term. Under the selected alternative, the overall mileage of designated trails available for public use in the park would increase substantially. Many existing trails at the park follow old roadbeds or utility corridors that were never designed for recreational use. As a result, they often experience recurring erosion, poor drainage, widening, braiding, and safety issues that cannot be effectively corrected through routine maintenance alone.

A combination of new trails, improvements to degraded existing routes, decommissioning of unsustainable trails, and rehabilitation of visitor-created paths, will allow for greater resource stewardship as the trail system becomes more sustainable overall.

The NPS did not analyze an alternative that would include construction of purpose-built mountain bike trails. The preferred alternative focused on improving and managing a shared-use trail system consistent with the EA's purpose and need. A key element of the selected alternative is the development of shared-use trails designed to safely accommodate multiple user groups—hikers, bicyclists, and in some areas, equestrians. Because these trails must safely serve different types of users, they will be constructed using shared-use design principles rather than incorporating many of the specialized features typical of purpose-built mountain bike trails, such as tight berms, rollers, jumps, or flow-specific technical elements that are not safe or sustainable for hikers or equestrians.

The selected alternative will provide multiple recreational opportunities while applying trail-by-trail decisions to separate uses where safety concerns, resource sensitivities, or known user conflicts warrant it. For example, the selected alternative includes decommissioning the Maple Springs Connector due to documented conflicts between bicycle and equestrian use. Some trails will remain pedestrian-only where terrain or resource conditions make multi-use unsustainable, and equestrian use will remain north of the Green River to protect the park's highly sensitive cave and karst resources concentrated beneath the landscape to the south.

5. *Comment:* Several commenters supported allowing e-bikes on trails open to traditional bicycles, while others raised concerns about potential visitor-safety issues and resource impacts from e-bike use. One commenter stated that e-bikes belong on roads rather than trails. One organization noted that prohibiting e-bikes could hinder economic opportunity and exclude an entire user group.

NPS Response: Under existing regulations, the Superintendent has discretion to allow e-bikes in locations where traditional bicycles are allowed, including on roads or trails. 36 CFR 4.30(i). Among other policy requirements for visitor activities, the Superintedent may allow e-bikes only when doing so will not impede attainment of desired conditions for resource protection or create an unsafe environment for visitors. NPS Management Policies 2006, Section 8.1.1. Since 2021, e-bikes have been allowed on park roads and on trails where traditional bicycles are allowed. The use of e-bikes is subject to the same requirements that apply to the use of traditional bicycles, including requirements to obey traffic control devices, travel no faster than 15 mph, yield the right of way to horses and pedestrians, and avoid travel abreast of another bicycle. After trail construction, the Superintendent will have discretion to allow e-bikes on the new trails, subject to the same policy considerations that apply to all visitor activities. Successful management of visitor use relies on monitoring and informed decision-making. The NPS will use information it gains to manage the use of e-bikes and all other visitor activities to avoid unacceptable impacts to resources and visitors. The NPS will adjust indicators and thresholds for adaptive management as needed, with opportunities for stakeholder engagement when appropriate.

6. Comment: One commenter observed that, although the rule would increase the total mileage of trails eligible for bicycle use, the Superintendent must designate such trails for bicycle use before they can be used. The commenter recommended that bicycles be allowed on at least 19 miles of trails without the need for designation by the Superintendent and not subject to any closures and restrictions.

NPS Response: Establishing a fixed minimum mileage would limit the Superintendent's ability to manage trail access based on current conditions and

informed decision-making for visitor and resource protection. Consistent with the selected alternative, the NPS intends to allow bicycles on the 37-mile trail network identified for bicycle use, subject to closures and restrictions that may become necessary to protect public health and safety, natural and cultural resources, and to meet other management activities and considerations. Some trails have not been constructed and therefore will need to be designated later in time. Allowing the Superintendent to adaptively manage bicycle use is necessary to implement the selected alternative, which requires monitoring and establishes indicators and thresholds for managing visitor use to avoid unacceptable impacts.

7. Comment: Some commenters emphasized the importance of clear, consistent signage and visitor education to reduce safety conflicts on multi-use trails, including right-of-way information for hikers, cyclists, and equestrians, and guidance for safely navigating trailheads and horse-trailer areas. Many supported additional measures such as speed limits for bicycles, trail-etiquette education, and clear communication of rules, seasonal closures, and user responsibilities.

NPS Response: As stated above, bicycles and e-bikes are subject to 15 mph speed limits on all roads and trails, and the NPS intends to upgrade parking areas to support horse trailers at trailheads and at the start of the Houchin Ferry North/Ollie Road. The selected alternative includes improvements to ensure clear, consistent trail information and to enhance safety for all users. Trail names will be formally designated and used consistently on signs, maps, and other visitor materials to improve wayfinding and create a stronger sense of place. Trailheads will feature standardized signs that clearly describe trail type, allowed uses (hiking, biking, equestrian), difficulty, distance, estimated time, accessibility information, and maps, with additional wayfinding available through on-trail markers or QR codes linking to digital resources. To reduce safety conflicts on shared-use trails, the park will expand education about proper trail etiquette—such as cyclists yielding to pedestrians and pedestrians yielding to horses—and reinforce Leave No Trace principles.

Compliance With Other Laws, Executive Orders and Department Policy

Regulatory Planning and Review (E.O.s 12866 and 14192)

This rule has been determined to be not significant for purposes of E.O. 12866. This rule is a ''one-time'' enabling regulation that will authorize the Superintendent to expand consumption options for the American public by increasing opportunities for access and recreation at the park. As a result, this rule qualifies as an E.O. 14192 deregulatory action pursuant to M–25–20, ''Guidance Implementing Section 3 of Executive Order 14192, Titled 'Unleashing Prosperity Through Deregulation''' issued by the Office of Management and Budget, Office of Information and Regulatory Affairs, on March 26, 2025.

Regulatory Flexibility Act (RFA)

This rule will not have a significant economic effect on a substantial number of small entities under the RFA (5 U.S.C. 601 *et seq.*). No small entities will be directly regulated by this rule, which will allow bicycle use on approximately 37 miles of multi-use trails throughout the park and allow visitors to ride horses on the 5.4-mile Houchin Ferry North/Ollie Road. This action will not impose restrictions on local businesses in the form of fees, training, record keeping, or other measures that will increase costs. Rather, this action could lead to a slight increase in park visitation and thereby generate benefits for businesses, including small entities, through increased visitor spending. Therefore, the NPS certifies that this rule will not have a significant economic impact on a substantial number of small business entities.

Congressional Review Act

This rule is not a major rule under 5 U.S.C. 804(2). This rule:

(a) Will not have an annual effect on the economy of $100 million or more.

(b) Will not cause a major increase in costs or prices for consumers, individual industries, Federal, State, or local government agencies, or geographic regions.

(c) Will not have significant adverse effects on competition, employment, investment, productivity, innovation, or the ability of U.S.-based enterprises to compete with foreign-based enterprises.

Unfunded Mandates Reform Act

This rule will not impose an unfunded mandate on State, local, or Tribal governments or the private sector of more than $100 million per year. This rule will not have a significant or unique effect on State, local or Tribal governments, or the private sector. It addresses public use of national park lands and imposes no requirements on other agencies or governments. A statement containing the information required by the Unfunded Mandates Reform Act (2 U.S.C. 1531 *et seq.*) is not required.

Takings (E.O. 12630)

This rule will not effect a taking of private property or otherwise have takings implications under E.O. 12630. A takings implication assessment is not required.

Federalism (E.O. 13132)

Under the criteria in section 1 of E.O. 13132, this rule will not have sufficient federalism implications to warrant the preparation of a federalism summary impact statement. This rule will only affect use of federally administered lands and waters. It will have no direct effects on other areas. A federalism summary impact statement is not required.

Civil Justice Reform (E.O. 12988)

This rule complies with the requirements of E.O. 12988. This rule:

(a) Meets the criteria of section 3(a) requiring that all regulations be reviewed to eliminate errors and ambiguity and be written to minimize litigation; and

(b) Meets the criteria of section 3(b)(2) requiring that all regulations be written in clear language and contain clear legal standards.

Consultation With Indian Tribes (E.O. 13175 and Department Policy)

The Department of the Interior strives to strengthen its government-to-government relationship with Indian Tribes through a commitment to consultation with Indian Tribes and recognition of their right to self-governance and sovereignty. The NPS has evaluated this rule under the criteria in E.O. 13175 and under the Department's Tribal consultation policy. As a result, the NPS determined that Tribal consultation is not required because this rule will have no substantial direct effect on federally recognized Indian Tribes.

Nevertheless, in support of the Department of the Interior's and the NPS's commitment to government-to-government consultation, the NPS initiated Tribal consultation for the EA on April 30, 2024, by sending letters to the following Native American Tribes affiliated with lands and waters within

the park and inviting consultation: Absentee Shawnee Tribe (Absentee-Shawnee Tribe of Indians of Oklahoma); The Chickasaw Nation; Cherokee Nation; Eastern Band of Cherokee Indians; Eastern Shawnee Tribe of Oklahoma; The Osage Nation; Shawnee Tribe; and United Keetoowah Band of Cherokee Indians in Oklahoma.

Additionally, the NPS developed a phased programmatic agreement to guide the treatment of cultural resources in the different project areas identified in the EA. The NPS invited each of these Tribes to sign on to the phased programmatic agreement. None chose to do so. The Cherokee Nation responded that they would consult with the NPS when there are defined undertakings for any project involving ground disturbance. No other Tribal responses were received.

Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.)

This rule contains no new information collections. All information collections require approval under the Paperwork Reduction Act of 1995 (PRA; 44 U.S.C. 3501 *et seq.*). The NPS may not conduct or sponsor, and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

National Environmental Policy Act of 1969 (NEPA; 42 U.S.C. 4321 et seq.)

The NPS prepared the EA to determine whether this rule would have a significant impact on the quality of the human environment under NEPA. This rule does not constitute a major Federal action significantly affecting the quality of the human environment. A detailed statement under NEPA is not required because the EA resulted in FONSI. A copy of the EA and FONSI are available online at the like provided in the **ADDRESSES** section.

Effects on the Energy Supply (E.O. 13211)

This rule is not a significant energy action under the definition in E.O. 13211. The Office of Information and Regulatory Affairs (OIRA) determined this rule is not significant under E.O. 12866. Consequently, this rule does not meet the first criteria of a significant energy action. Also, the OIRA Administrator has not otherwise designated this rule as a significant energy action. A statement of energy effects in not required.

List of Subjects in 36 CFR Part 7

National parks, Reporting and recordkeeping requirements.

In consideration of the foregoing, the National Park Service amends 36 CFR part 7 as set forth below:

PART 7—SPECIAL REGULATIONS, AREAS OF THE NATIONAL PARK SYSTEM

■ 1. The authority citation for part 7 continues to read as follows:

Authority: 54 U.S.C. 100101, 100751, 320102; Sec. 7.96 also issued under D.C. Code 10–137 and D.C. Code 50–2201.07.

■ 2. In § 7.36:

■ a. Revise paragraph (c) heading and paragraph (c)(1); and

■ b. Add paragraph (d).

The revisions and addition read as follows:

§ 7.36 Mammoth Cave National Park.

* * * * *

(c) *Bicycle use.* (1) The Superintendent may designate all or a portion of the following trails as open to bicycle use. A map showing trails open to bicycle use will be available at the park visitor center and posted on the park website, and all trails or portions of trails designated for bicycle use will be published in the Superintendent's Compendium (or written compilation) of discretionary actions referred to § 1.7(b) of this chapter.

(i) Big Hollow North (approximately 5.0 miles);

(ii) Big Hollow North Shortcut (approximately 0.1 miles);

(iii) Big Hollow South (approximately 3.7 miles);

(iv) Brooks Knob Road Cemetery Trail (approximately 0.4 miles);

(v) Brooks Knob Road Trail (up to gate) (approximately 0.2 miles);

(vi) Crystal Cave Road Trail (approximately 0.1 miles);

(vii) East Entrance Trail (approximately 2.8 miles);

(viii) Little Hope Cemetery Trail (approximately 0.1 miles);

(ix) Mammoth Cave Railroad Bike & Hike Trail (approximately 9.3 miles);

(x) Sugar Sink Connector (approximately 0.2. miles);

(xi) Sugar Sink Trail (approximately 3.8 miles); and

(xii) West Entrance (approximately 11.2 miles).

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(d) *Horses.* Equestrian use is allowed on Houchin Ferry North/Ollie Road (approximately 5.4 miles).

Kevin J. Lilly,

Assistant Secretary for Fish and Wildlife and Parks.

[FR Doc. 2026–23563 Filed 11–18–26; 8:45 am]

BILLING CODE 4312–52–P

POSTAL SERVICE

39 CFR Part 111

Domestic Competitive Products Pricing and Mailing Standards Changes

AGENCY: Postal Service.

ACTION: Final rule.

SUMMARY: The Postal Service is amending *Mailing Standards of the United States Postal Service,* Domestic Mail Manual (DMM®), to reflect changes to prices and certain mailing standards changes scheduled for competitive products.

DATES: *Effective Date:* January 17, 2027.

FOR FURTHER INFORMATION CONTACT: Catherine Knox (202) 268–5636, Heather Lewis, (703) 659–3812, or Garry Rodriguez at (202) 268–7281.

SUPPLEMENTARY INFORMATION: This final rule describes new prices and product features for competitive products, by class of mail, established by the Governors of the United States Postal Service®. New prices are available under Docket Number CP2027–1 on the Postal Regulatory Commission (PRC) website at *http://www.prc.gov,* and on the Postal Explorer® website at *http://pe.usps.com.*

The Postal Service will revise *Mailing Standards of the United States Postal Service,* Domestic Mail Manual (DMM), to reflect changes to certain prices and mailing standards for the following competitive products:

- Priority Mail Express®.
- Priority Mail®.
- USPS Ground Advantage®.
- Parcel Select®.
- Extra Services.
- Mailer Services.
- Recipient Services.
- Other.

Competitive product prices and changes are identified by product as follows:

Priority Mail Express

Prices

Overall, Priority Mail Express prices will increase 5.9 percent. Priority Mail Express will continue to offer zone and Flat Rate pricing.

Retail prices will increase an average of 5.9 percent. The Flat Rate Envelope price will increase to $34.90, the Legal Flat Rate Envelope will increase to $35.20, and the Padded Flat Rate Envelope will increase to $35.85.

Commercial Base prices will increase an average of 5.9 percent.