

Issued on August 12, 2025.

Steven W. Thompson,

Acting Deputy Director Compliance & Airworthiness Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2010–0072]

Capital Metropolitan Transportation Authority's Request To Amend Its Positive Train Control Safety Plan and Positive Train Control System

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

ACTION: Notice of availability and request for comments.

SUMMARY: This document provides the public with notice that, on August 7, 2025, Capital Metropolitan Transportation Authority (CMTY) submitted a request for amendment (RFA) to its FRA-Approved Positive Train Control Safety Plan (PTCSP). As this RFA may involve a request for FRA's approval of proposed material modifications to an FRA-certified positive train control (PTC) system, FRA is publishing this notice and inviting public comment on the railroad's RFA to its PTCSP.

DATES: FRA will consider comments received by September 8, 2025. FRA may consider comments received after that date to the extent practicable and without delaying implementation of valuable or necessary modifications to a PTC system.

ADDRESSES:

Comments: Comments 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 the applicable docket number. The relevant PTC docket number for this host railroad is Docket No. FRA–2010–0072. For convenience, all active PTC dockets are hyperlinked on FRA's website at <https://railroads.dot.gov/research-development/program-areas/train-control/ptc/railroads-ptc-dockets>. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information.

FOR FURTHER INFORMATION CONTACT:

Gabe Neal, Staff Director, Signal, Train

Control, and Crossings Division, telephone: 816–516–7168, email: Gabe.Neal@dot.gov.

SUPPLEMENTARY INFORMATION: In general, Title 49 United States Code (U.S.C.) Section 20157(h) requires FRA to certify that a host railroad's PTC system complies with Title 49 Code of Federal Regulations (CFR) part 236, subpart I, before the technology may be operated in revenue service. Before making certain changes to an FRA-certified PTC system or the associated FRA-approved PTCSP, a host railroad must submit, and obtain FRA's approval of, an RFA to its PTCSP under 49 CFR 236.1021.

Under 49 CFR 236.1021(e), FRA's regulations provide that FRA will publish a notice in the **Federal Register** and invite public comment in accordance with 49 CFR part 211, if an RFA includes a request for approval of a material modification of a signal or train control system. Accordingly, this notice informs the public that, on August 7, 2025, CMTY submitted an RFA to its PTCSP for its Enhanced Automatic Train Control, which seeks FRA's approval to increase the overspeed warning point for CMTY's diesel multiple units and update certain cab signal rates. That RFA is available in Docket No. FRA–2010–0072.

Interested parties are invited to comment on CMTY's RFA to its PTCSP by submitting written comments or data. During FRA's review of this railroad's RFA, FRA will consider any comments or data submitted within the timeline specified in this notice and to the extent practicable, without delaying implementation of valuable or necessary modifications to a PTC system. See 49 CFR 236.1021; *see also* 49 CFR 236.1011(e). Under 49 CFR 236.1021, FRA maintains the authority to approve, approve with conditions, or deny a railroad's RFA to its PTCSP at FRA's sole discretion.

Privacy Act Notice

In accordance with 49 CFR 211.3, FRA solicits comments from the public to better inform its decisions. DOT posts these comments, without edit, including any personal information the commenter provides, to <https://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 <https://www.regulations.gov/privacy-notice> for the privacy notice of regulations.gov. To facilitate comment tracking, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. If you wish to provide comments containing

proprietary or confidential information, please contact FRA for alternate submission instructions.

Issued in Washington, DC.

Carolyn R. Hayward-Williams,

Director, Office of Railroad Systems and Technology.

[FR Doc. 2025–15789 Filed 8–18–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA–2025–0069]

Request for Information Concerning the Capital Investment Grants Program

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Request for information.

SUMMARY: The Federal Transit Administration (FTA) is seeking suggestions from all transit stakeholders (transit authorities, planning officials, States, cities, the private sector, and the public) on ways to streamline and enhance the Capital Investment Grants (CIG) Police Guidance while increasing the accountability of project sponsors and ensuring federal investment in the most successful projects.

DATES: Comments must be received on or before September 18, 2025. Late-filed comments will be considered to the extent practicable.

ADDRESSES: You may submit comments to DOT docket number FTA–2025–0069 by any of the following methods:

Federal eRulemaking Portal: Go to <https://www.regulations.gov> and follow the online instructions for submitting comments.

U.S. Mail: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590–0001.

Hand Delivery or Courier: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Fax: 202–493–2251.

Instructions: You must include the agency name (Federal Transit Administration) and docket number (FTA–2025–0069) for this notice at the beginning of your comments. You must submit two copies of your comments if you submit them by mail. If you wish to receive confirmation FTA received your comments, you must include a

self-addressed, stamped postcard. Due to security procedures in effect since October 2001, mail received through the U.S. Postal Service may be subject to delays. Parties submitting comments may wish to consider using an express mail firm to ensure prompt filing of any submissions not filed electronically or by hand.

All comments received will be posted, without charge and including any personal information provided, to <http://www.regulations.gov>, where they will be available to internet users. You may review DOT's complete Privacy Act Statement published in the

Federal Register on April 11, 2000, at 65 FR 19477. For access to the docket and to read background documents and comments received, go to <http://www.regulations.gov> at any time or to the U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Management Facility, West Building, Ground Floor, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mark Ferroni, FTA Office of Planning and Environment at mark.ferroni@dot.gov, or 202.366.3233.

SUPPLEMENTARY INFORMATION:

Background

FTA seeks feedback from interested parties, on ways to streamline and enhance the CIG Policy Guidance, last published in December 2024, (<https://www.transit.dot.gov/funding/grants/grant-programs/capital-investments/2024-cig-policy-guidance>)—specifically, ways to increase the accountability of project sponsors and ensuring federal investment in the most successful projects. FTA seeks comment on project rating and evaluation criteria and the CIG process, to inform development of a potential future comprehensive update to the CIG policy guidance FTA would propose for public comment.

FTA requests commenters refrain from providing feedback requiring a statutory change to implement, as FTA does not have authority or discretion to change statutory requirements. Respondents may respond to any question and do not need to respond to all questions. FTA looks forward to receiving feedback from all interested parties.

Economic Development Criterion (New Starts, Small Starts, and Core Capacity Projects) and Land Use Criterion (New Starts and Small Starts Projects)

Currently, FTA evaluates the Economic Development criterion for

New Starts, Small Starts, and Core Capacity projects based on the extent to which a proposed project is likely to induce additional transit-supportive development in the future. The evaluation examines: (1) Supportive zoning in station areas, including zoning for universal design; (2) Performance and impacts of transit-supportive plans and policies (e.g., growth management, transit-supportive corridor policies, tools to implement transit-supportive plans and policies, and potential impact of the transit project on station area development); and (3) Tools to maintain or increase the share of affordable housing in station areas (e.g., evaluation of affordable housing needs and supply specific to station areas, plans and policies to preserve and increase affordable housing, adopted financing tools and strategies to preserve and increase affordable housing, and developer activity to preserve and increase affordable housing).

FTA currently evaluates the Land Use criterion for New Starts and Small Starts projects by examining what exists in the project corridor today. The evaluation examines the average existing population density across all station areas in the project corridor, total existing employment served by the project, the proportion of existing legally binding affordability restricted (LBAR) housing within a ½ mile of station areas to the proportion of LBAR housing in the counties through which the project travels, the level of community risk based on certain census data characteristics, and access to essential services.

FTA seeks feedback from interested parties on the following questions:

1. Should FTA consider under the Economic Development and/or Land Use criterion ways to further capture population growth? If so, why and how?
2. Should FTA consider under the Economic Development and/or Land Use criterion ways to further capture transit-oriented development? If so, why and how?
3. Should FTA consider under the Economic Development and/or Land Use criterion ways to capture opportunity zones as defined by the U.S. Department of Housing and Urban Development? If so, why and how?

CIG Process (New Starts, Small Starts and Core Capacity Projects)

To receive discretionary funding under the CIG program, an applicant must complete the multi-year, multi-step process outlined at 49 U.S.C. 5309 for the proposed major transit capital project.

The law establishes three categories of projects eligible under the CIG program, referred to as New Starts, Small Starts, and Core Capacity projects. The law specifies project justification and local financial commitment evaluation criteria FTA must use to develop a project rating on a five-point scale from low to high (49 U.S.C. 5309(d), (e), and (h)). A project must receive a Medium or better overall rating to advance to the Engineering phase (for New Starts and Core Capacity projects) and to receive a construction grant award (for all three types of projects). Each project type has a unique set of requirements and evaluation criteria in law, although many similarities exist among them.

4. How should FTA streamline and/or simplify the CIG process, consistent with statutory requirements? Including:

- a. Potential revisions to the factors and weighting FTA uses to evaluate the statutorily required project justification and local financial commitment criteria; and
- b. Potential revisions and/or expansion to the project justification warrants process.

Merits of CIG Projects

FTA is required to evaluate and rate the merits of proposed CIG projects. Part of this process is to evaluate the reliability and accuracy of the predictions for anticipated project ridership and related impacts made by project sponsors. The CIG ratings process uses projections made from travel forecasts to evaluate four of the six project justification measures, including: mobility improvements, cost-effectiveness, congestion relief, and environmental benefits. The travel forecasting process is dependent on accurately isolating how the CIG project will change the customer experience of travelers in the project corridor.

In 2013, FTA released the Simplified Trips on Project Software (STOPS) program as a streamlined travel forecasting methodology. FTA has worked diligently to calibrate and validate this model based on actual project experience obtained through FTA's Information Collection and Analysis Plan (previously known as Before and After study). This work has demonstrated when given actual, as-built project service attributes, STOPS will generate an acceptably accurate ridership forecast in a variety of contexts for all fixed-guideway modes.

FTA's Information Collection and Analysis Plan analyzes predicted and actual outcomes for completed CIG projects in five topic areas, including: capital-costs, operating and maintenance costs, physical scope,

service, and ridership. When the CIG project choice and operating assumptions are inaccurate, it directly translates to inaccurate or distorted estimates of project ridership and benefits from a Federal investment.

5. How could FTA work with potential project sponsors to improve the rightsizing of projects and accuracy of operating plans developed to prepare the ridership projections for CIG projects?

Marcus J. Molinaro,
Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA–2025–0068]

Notice of Availability of Proposed Policy Guidance for the Capital Investment Grants Program

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of availability of proposed policy guidance for the Capital Investment Grants program.

SUMMARY: The Federal Transit Administration (FTA) is making available the agency's proposed policy guidance for the Capital Investment Grants (CIG) program. These revisions are intended to address certain Executive Orders signed by the President in early 2025 and DOT Order 2100.7, "*Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities*." The proposed guidance has been placed in the docket and posted on the FTA website.

DATES: Comments must be received on or before September 2, 2025. Late-filed comments will be considered to the extent practicable.

ADDRESSES: You may submit comments to DOT docket number FTA–2025–0068 by any of the following methods:

Federal eRulemaking Portal: Go to <https://www.regulations.gov> and follow the online instructions for submitting comments.

U.S. Mail: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590–0001.

Hand Delivery or Courier: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12–140,

Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Fax: 202–493–2251.

Instructions: You must include the agency name (Federal Transit Administration) and docket number (FTA–2025–0068) for this notice at the beginning of your comments. You must submit two copies of your comments if you submit them by mail. If you wish to receive confirmation FTA received your comments, you must include a self-addressed, stamped postcard. Due to security procedures in effect since October 2001, mail received through the U.S. Postal Service may be subject to delays. Parties submitting comments may wish to consider using an express mail firm to ensure prompt filing of any submissions not filed electronically or by hand.

All comments received will be posted, without charge and including any personal information provided, to <https://www.regulations.gov>, where they will be available to internet users. You may review DOT's complete Privacy Act Statement published in the

Federal Register on April 11, 2000, at 65 FR 19477. For access to the docket and to read background documents and comments received, go to <https://www.regulations.gov> at any time or to the U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Management Facility, West Building Ground Floor, Room W12–140, Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mark Ferroni, FTA Office of Planning and Environment at mark.ferroni@dot.gov, or 202.366.3233

SUPPLEMENTARY INFORMATION:

I. Background

Pursuant to 49 U.S.C. 5309(g)(5), FTA is required to publish policy guidance on the discretionary Capital Investment Grants (CIG) program when the agency makes significant changes to the CIG review and evaluation process and criteria. FTA must consider certain project justification criteria pursuant to 49 U.S.C. 5309(d)(2)(A)(iii), (e)(2)(A)(iv), and (h)(4). The policy guidance FTA issues for the CIG program complements the FTA regulations governing the CIG program, codified at 49 CFR part 611. The FTA regulations governing the CIG program set forth the process grant applicants must follow to be considered for discretionary funding and the procedures and criteria FTA uses to rate and evaluate projects to determine applicant eligibility. The policy

guidance provides a greater level of detail about the methods FTA uses and the sequential steps a sponsor must follow in developing a project.

FTA is seeking comment on a proposed reversion to previous methodology for evaluating the CIG environmental benefits criterion, as well as other technical changes to FTA's CIG Policy Guidance last issued in December 2024. (<https://www.transit.dot.gov/funding/grants/grant-programs/capital-investments/2024-cig-policy-guidance>). The proposed revisions address Executive Orders (E.O.) 14148, Initial Recissions of Harmful Executive Orders and Actions; E.O. 14154, Unleashing American Energy; and E.O. 14151, Ending Radical and Wasteful Government DEI Programs and Preferencing, signed by the President in early 2025. Additional detail about these changes is provided below. The proposed guidance is available on the agency's public website at <http://www.transit.dot.gov>, and in the docket at <https://www.regulations.gov>. No other changes to the CIG policy guidance are proposed at this time. Instead, FTA intends to propose a more comprehensive update to the CIG policy guidance for notice and comment in the future.

II. Proposed Changes to the CIG Policy Guidance

Environmental Benefits

FTA is proposing to revise the methodology for evaluating the environmental benefits criterion of CIG projects. This methodology would utilize the Environmental Protection Agency (EPA) National Ambient Air Quality Standards (NAAQS) designation of the metropolitan area in which the project is located. Projects in metropolitan areas designated as "non-attainment" or "maintenance" areas for the transportation-related criteria pollutants, carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), or particulate matter (PM_{2.5}), would receive a High rating; projects located in "attainment" areas in all four criteria pollutants would receive a Medium rating. Project sponsors can determine the applicable EPA NAAQS designation through the most recent version of EPA's Green Book (<https://www.epa.gov/green-book>).

This proposal is similar to the environmental benefits methodology FTA utilized prior to 2013, which it adopted in accordance with the statutory notice and comment requirements under the Administrative Procedure Act (APA), codified at 5 U.S.C. 553. However, the pre-2013