

commencement of rerouting. Once the Staff Director responds with a notice under this paragraph, no rerouting may occur until the Staff Director or Associate Administrator provides approval.

\* \* \* \* \*

(k) *Rerouting cessation.* The FRA Signal and Train Control Division Staff Director may order a railroad to cease any rerouting provided under paragraph (g) or (h) of this section.

■ 4. Revise § 236.1029(g)(3)(iii) to read as follows:

**§ 236.1029 PTC system use and failures.**

\* \* \* \* \*

(g) \* \* \*

(3) \* \* \*

(iii) The railroad shall provide notice to the FRA Signal and Train Control Division Staff Director at least 7 days in advance of planned temporary disabling of PTC system service and contemporaneous notice for unplanned temporary disabling of PTC system service.

\* \* \* \* \*

Issued in Washington, DC.

**Kyle D. Fields,**  
Chief Counsel.

[FR Doc. 2025–12164 Filed 6–27–25; 4:15 pm]

BILLING CODE 4910–06–P

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### 49 CFR Part 237

[Docket No. FRA–2025–0105]

RIN 2130–AD40

#### Administrative Updates to the Bridge Safety Standards Regulations

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

**ACTION:** Final rule.

**SUMMARY:** This rule makes administrative updates to FRA’s bridge safety standards regulations, including updating addresses in those regulations.

**DATES:** *Effective date:* July 1, 2025.

**FOR FURTHER INFORMATION CONTACT:** Veronica Chittim, Senior Attorney, Office of Safety Law, Office of the Chief Counsel, FRA, 1200 New Jersey Avenue SE, Washington, DC 20590 (telephone 202–480–3410), [veronica.chittim@dot.gov](mailto:veronica.chittim@dot.gov); or Lucinda Henriksen, Senior Advisor, Office of Railroad Safety, FRA (telephone 202–657–2842), [lucinda.henriksen@dot.gov](mailto:lucinda.henriksen@dot.gov).

**SUPPLEMENTARY INFORMATION:**

## I. Background

Consistent with the deregulatory agenda of President Donald J. Trump and Secretary of Transportation Sean P. Duffy, which seeks to unleash America’s economic prosperity without compromising transportation safety, and as described in more detail below, this rule is making miscellaneous, administrative updates to its regulations in 49 CFR part 237. These changes include updating addresses that are no longer valid.

## II. Section-by-Section Analysis

### Part 237

#### § 237.3 Responsibility for Compliance

FRA is amending § 237.3(b) to add a requirement that an email address for the track owner and an email address for the person to whom responsibility is assigned be provided. FRA is also amending this section to replace the phrase “appropriate FRA Regional Office” with “FRA Track and Structures Division.” These amendments are being made to ensure information gets to the agency subject matter expert in the specific discipline.

#### § 237.7 Penalties

FRA is amending § 237.7(a) by replacing references to specific penalty amounts with general references to the minimum civil monetary penalty, ordinary maximum civil monetary penalty, and aggravated maximum civil monetary penalty. FRA is adding language to this section referring readers to 49 CFR part 209, appendix A, where FRA will continue to specify statutorily provided civil penalty amounts updated for inflation. FRA is also amending this section to update the web address from [www.fra.dot.gov](http://www.fra.dot.gov) to <https://railroads.dot.gov/>. To be consistent with other definitions of “person,” such as 49 CFR 270.5, FRA is updating the reference in this section from 1 U.S.C. 1 to 49 U.S.C. 21301.

## III. Public Participation

Under the Administrative Procedure Act (APA), an agency may waive the normal notice and comment procedures if the action is a rule of agency organization, procedure, or practice. 5 U.S.C. 553(b)(A). Additionally, under the APA, an agency may waive notice and comment procedures when the agency for good cause finds that notice and public procedure are impracticable, unnecessary, or contrary to the public interest. 5 U.S.C. 553(b)(B). Since this final rule merely makes miscellaneous, administrative updates to the CFR, such as updating web addresses, it would not

benefit from public comment, and notice and comment is not necessary.

## IV. Regulatory Impact and Notices

*A. Executive Order (E.O.) 12866 (Regulatory Planning and Review) and DOT Regulatory Policies and Procedures*

FRA has evaluated this final rule in accordance with E.O. 12866, Regulatory Planning and Review (58 FR 51735, Oct. 4, 1993), and DOT Order 2100.6B, Policies and Procedures for Rulemaking (Mar. 10, 2025). The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this final rule is not a significant regulatory action under section 3(f) of E.O. 12866.

Because this final rule makes administrative changes such as replacing references to specific penalty amounts with general references to the minimum civil monetary penalty, ordinary maximum civil monetary penalty, and aggravated maximum civil monetary penalty referring readers to the CFR, and updating web addresses, this final rule imparts no additional burdens on regulated entities. Moreover, this rule will provide some qualitative benefits to regulated entities and the U.S. government, by clarifying the language of part 237 and directing the regulated entities to the appropriate sites in the CFR as well as the appropriate agency subject matter expert in the specific discipline.

*B. E.O. 14192 (Unleashing Prosperity Through Deregulation)*

E.O. 14192, Unleashing Prosperity Through Deregulation (90 FR 9065, Jan. 31, 2025), requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”<sup>1</sup> Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.<sup>2</sup>

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This final rule is expected to have total costs less than zero, and therefore it would be considered an E.O. 14192 deregulatory action.

<sup>1</sup> Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation.* 90 FR 9065–9067. Feb. 6, 2025.

<sup>2</sup> Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. Mar. 26, 2025.

### *C. Regulatory Flexibility Act and E.O. 13272*

The Regulatory Flexibility Act of 1980 ((RFA), 5 U.S.C. 601 *et seq.*) and E.O. 13272 (67 FR 53461, Aug. 16, 2002) require an agency to prepare and make available to the public a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small governmental jurisdictions). A regulatory flexibility analysis is not required when a rule is exempt from notice and comment rulemaking. FRA has determined that this rule is exempt from notice and comment rulemaking. Therefore, a regulatory flexibility analysis is not required for this rule.

### *D. Paperwork Reduction Act*

This rule offers regulatory flexibilities, and it contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), therefore, a submission to the Office of Management and Budget (OMB) is not required. The recordkeeping and reporting requirements already contained in part 237 became effective when they were approved by OMB on February 27, 2023. The OMB Control No. is 2130–0586 and the expiration date is February 28, 2026.

### *E. Environmental Assessment*

FRA has analyzed this rule for the purposes of the National Environmental Policy Act of 1969 (NEPA). In accordance with 42 U.S.C. 4336 and DOT NEPA Order 5610.1C, FRA has determined that this rule is categorically excluded pursuant to 23 CFR 771.118(c)(4), “[p]lanning and administrative activities that do not involve or lead directly to construction, such as: [p]romulgation of rules, regulations, and directives.” This rulemaking is not anticipated to result in any environmental impacts, and there are no unusual or extraordinary circumstances present in connection with this rulemaking.

### *F. Federalism Implications*

This final rule will not have a substantial effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Thus, in accordance with E.O. 13132, “Federalism” (64 FR 43255, Aug. 10, 1999), preparation of a Federalism Assessment is not warranted.

### *G. Unfunded Mandates Reform Act of 1995*

This final rule will not result in the expenditure, in the aggregate, of \$100,000,000 or more, adjusted for inflation, in any one year by State, local, or Indian Tribal governments, or the private sector. Thus, consistent with section 202 of the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4, 2 U.S.C. 1532), FRA is not required to prepare a written statement detailing the effect of such an expenditure.

### *H. Energy Impact*

E.O. 13211, Actions Concerning Regulations that Significantly Affect Energy Supply, Distribution, or Use (66 FR 28355, May 22, 2001), requires Federal agencies to prepare a Statement of Energy Effects for any “significant energy action.” FRA has evaluated this rule in accordance with E.O. 13211 and determined that this rule is not a “significant energy action” within the meaning of E.O. 13211.

### *I. E.O. 13175 (Tribal Consultation)*

FRA has evaluated this final rule in accordance with the principles and criteria contained in E.O. 13175, Consultation and Coordination with Indian Tribal Governments, (Nov. 6, 2000). The final rule would not have a substantial direct effect on one or more Indian tribes, would not impose substantial direct compliance costs on Indian tribal governments, and would not preempt tribal laws. Therefore, the funding and consultation requirements of E.O. 13175 do not apply, and a tribal summary impact statement is not required.

### *J. International Trade Impact Assessment*

The Trade Agreement Act of 1979 prohibits Federal agencies from engaging in any standards or related activities that create unnecessary obstacles to the foreign commerce of the U.S. Legitimate domestic objectives, such as safety, are not considered unnecessary obstacles. The statute also requires consideration of international standards and, where appropriate, that they be the basis for U.S. standards. This rulemaking is purely domestic in nature and is not expected to affect trade opportunities for U.S. firms doing business overseas or for foreign firms doing business in the U.S.

### **List of Subjects in 49 CFR Part 237**

Bridges, Penalties, Railroad safety, Reporting and recordkeeping requirements.

### **The Final Rule**

In consideration of the foregoing, FRA amends part 237 of chapter II, subtitle B of title 49, Code of Federal Regulations as follows:

### **PART 237—BRIDGE SAFETY STANDARDS**

■ 1. The authority citation for part 237 is revised to read as follows:

**Authority:** 49 U.S.C. 20102–20114; 28 U.S.C. 2461 note; and 49 CFR 1.89.

■ 2. Revise 237.3(b) to read as follows:

#### **§ 237.3 Responsibility for compliance.**

\* \* \* \* \*

(b) If an owner of track to which this part applies assigns responsibility for the bridges that carry the track to another person (by lease or otherwise), written notification of the assignment shall be provided to the FRA Track and Structures Division at least 30 days in advance of the assignment. The notification may be made by any party to that assignment, but shall be in writing and include the following—

(1) The name, address, and email address of the track owner;

(2) The name, address, and email address of the person to whom responsibility is assigned (assignee);

(3) A statement of the exact relationship between the track owner and the assignee;

(4) A precise identification of the track segment and the individual bridges in the assignment;

(5) A statement as to the competence and ability of the assignee to carry out the bridge safety duties of the track owner under this part; and

(6) A statement signed by the assignee acknowledging the assignment to the person of responsibility for purposes of compliance with this part.

\* \* \* \* \*

■ 3. Revise § 237.7(a) to read as follows:

#### **§ 237.7 Penalties.**

(a) Any person who violates any requirement of this part or causes the violation of any such requirement is subject to a civil penalty of at least the minimum civil monetary penalty and not more than the ordinary maximum civil monetary penalty per violation. However, penalties may be assessed against individuals only for willful violations, and a penalty not to exceed the aggravated maximum civil monetary penalty per violation may be assessed, where a grossly negligent violation, or a pattern of repeated violations, has created an imminent hazard of death or injury to persons; or a death or injury has occurred. See 49 CFR part 209,

appendix A. “Person” means an entity of any type covered under 49 U.S.C. 21301, including the following: A railroad; a manager, supervisor, official, or other employee or agent of a railroad; any owner, manufacturer, lessor, or lessee of railroad equipment, track, or facilities; any independent contractor providing goods or services to a railroad; any employee of such owner, manufacturer, lessor, lessee, or independent contractor; and anyone held by the Administrator of the Federal Railroad Administration to be responsible under § 237.3(d). Each day a violation continues shall constitute a separate offense. See FRA’s website at <https://railroads.dot.gov/> for a statement of agency civil penalty policy.

\* \* \* \* \*

Issued in Washington, DC.

**Kyle D. Fields,**  
Chief Counsel.

[FR Doc. 2025–12160 Filed 6–27–25; 4:15 pm]

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### 49 CFR Part 238

[Docket No. FRA–2025–0106]

RIN 2130–AD41

#### Administrative Updates to the Passenger Equipment Safety Standards Regulations

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

**ACTION:** Final rule.

**SUMMARY:** This rule makes administrative updates to FRA’s passenger equipment safety standards regulations, including updating addresses in those regulations.

**DATES:** Effective July 1, 2025.

**FOR FURTHER INFORMATION CONTACT:** Veronica Chittim, Senior Attorney, Office of Safety Law, Office of the Chief Counsel, FRA, 1200 New Jersey Avenue SE, Washington, DC 20590 (telephone 202–480–3410), [veronica.chittim@dot.gov](mailto:veronica.chittim@dot.gov); or Lucinda Henriksen, Senior Advisor, Office of Railroad Safety, FRA (telephone 202–657–2842), [lucinda.henriksen@dot.gov](mailto:lucinda.henriksen@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. Background

Consistent with the deregulatory agenda of President Donald J. Trump and Secretary of Transportation Sean P. Duffy, which seeks to unleash America’s

economic prosperity without compromising transportation safety, and as described in more detail below, this rule is making miscellaneous, administrative updates to its regulations in 49 CFR part 238. These changes include updating addresses that are no longer valid.

## II. Section-by-Section Analysis

### Part 238

#### § 238.11 Penalties

FRA is amending § 238.11(a) by replacing references to specific penalty amounts with general references to the minimum civil monetary penalty, ordinary maximum civil monetary penalty, and aggravated maximum civil monetary penalty. FRA is adding language to this section referring readers to 49 CFR part 209, appendix A, where FRA will continue to specify statutorily provided civil penalty amounts updated for inflation. FRA is also amending this section to update the web address from [www.fra.dot.gov](http://www.fra.dot.gov) to <https://railroads.dot.gov/>.

#### § 238.21 Special Approval Procedure

FRA is amending 49 CFR 238.21(b), (c), and (d) to require that an email address be provided for the primary contact to be contacted with respect to a petition for special approval, a petition for special approval of alternative compliance, and a pre-revenue service acceptance testing plan. FRA is also amending § 238.21(d) to require that the petition for special approval of the pre-revenue service acceptance testing plan be submitted to [FRAwaivers@dot.gov](mailto:FRAwaivers@dot.gov).

#### § 238.203 Static End Strength

FRA is amending § 238.203(d) to require that an email address be provided for the primary person to be contacted with respect to a petition for grandfathering.

FRA is also amending § 238.203(e) to require that each petition be submitted to [FRAwaivers@dot.gov](mailto:FRAwaivers@dot.gov). FRA is adding the word “Railroad” before “Safety” in the term “Associate Administrator for Safety.” FRA is also removing the mailing address.

#### § 238.229 Safety Appliances—General

FRA is amending § 238.229(d) by updating the web address from [www.fra.dot.gov](http://www.fra.dot.gov) to <https://railroads.dot.gov/>.

#### § 238.230 Safety Appliances—New Equipment

FRA is amending 49 CFR 238.230(c) and (e) by updating the web address

from [www.fra.dot.gov](http://www.fra.dot.gov) to <https://railroads.dot.gov/>.

#### § 238.505 Program Approval Procedure

FRA is amending § 238.505(a) to require submission of an inspection, testing, and maintenance program via email to [FRAwaivers@dot.gov](mailto:FRAwaivers@dot.gov). FRA is amending this section by adding a requirement that the program must contain an email address of the primary person to be contacted with respect to review of the program. FRA is adding the word “Railroad” before “Safety” in the term “Associate Administrator for Safety.” FRA is removing the mailing address.

FRA is amending § 238.505(b) by requiring submission of a comment via email to [FRAwaivers@dot.gov](mailto:FRAwaivers@dot.gov).

#### Appendix H Rigid Locomotive Design Computer Model Input Data and Geometrical Depiction

FRA is amending the fourth sentence of paragraph (b) in appendix H to part 238 by updating the web address from [http://www.fra.dot.gov/eLib/details/L01292#p4\\_z50\\_gD\\_IRT](http://www.fra.dot.gov/eLib/details/L01292#p4_z50_gD_IRT) to [https://railroads.dot.gov/elibrary/technical-criteria-and-procedures-evaluating-crashworthiness-and-occupant-protection#p4\\_z50\\_gD\\_IRT](https://railroads.dot.gov/elibrary/technical-criteria-and-procedures-evaluating-crashworthiness-and-occupant-protection#p4_z50_gD_IRT).

## III. Public Participation

Under the Administrative Procedure Act (APA), an agency may waive the normal notice and comment procedures if the action is a rule of agency organization, procedure, or practice. 5 U.S.C. 553(b)(A). Additionally, under the APA, an agency may waive notice and comment procedures when the agency for good cause finds that notice and public procedure are impracticable, unnecessary, or contrary to the public interest. 5 U.S.C. 553(b)(B). Since this final rule merely makes miscellaneous, administrative updates to the CFR, such as updating web addresses, it would not benefit from public comment, and notice and comment is not necessary.

## IV. Regulatory Impact and Notices

*A. Executive Order (E.O.) 12866 (Regulatory Planning and Review) and DOT Regulatory Policies and Procedures*

FRA has evaluated this final rule in accordance with E.O. 12866, Regulatory Planning and Review (58 FR 51735, Oct. 4, 1993), and DOT Order 2100.6B, Policies and Procedures for Rulemaking (Mar. 10, 2025). The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this final rule is not a significant regulatory action under section 3(f) of E.O. 12866.