

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: John Mardente, Railroad Safety Specialist, FRA Engineering & Technology Division, telephone: 202–493–1335, email: john.mardente@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated April 7, 2025, SCVTA petitioned FRA for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR parts 219, 221, 223, 225, 229, 231, 238, and 239. SCVTA seeks additional relief from parts 243 and 270. The relevant Docket Number is FRA–1999–6254.

Specifically, SCVTA seeks to extend the terms and conditions of its existing shared use waiver, requesting the following extended relief: partial relief from part 225 only for employee injuries; and full relief from some parts of multiple regulations (*i.e.*, 49 CFR parts 219, 221, 223, 229, 231, 238, and 239).¹

In addition, SCVTA requests new relief from parts 243 and 270. In its petition, SCVTA states that its safety-related employees must undergo training and recertification according to the requirements of part 672, Public Transportation Safety Certification Training Program, which duplicate the requirements of part 243. Similarly, SCVTA notes that it complies with the requirements of part 673, Public Transportation Agency Safety Plans, which involves similar information as what is required in part 270.

The relief in this docket supports the continued operation of the SCVTA rail fixed guideway transit system in the Vasona Corridor. SCVTA shares this corridor with the Union Pacific Railroad (UPRR), as they operate in parallel for 5 miles of the existing 15-mile-long

UPRR Vasona Industrial Lead; and SCVTA inspects, maintains, and repairs all tracks, signal systems, and automatic warning devices along the subject freight track. In support of its request, SCVTA states that it remains committed to providing safe and reliable public transportation services.

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 August 11, 2025 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 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 [regulations.gov](https://www.regulations.gov).

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2025–12939 Filed 7–10–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2025–0075]

Notice of Petition for Waiver of Compliance

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

ACTION: Notice.

SUMMARY: This document provides the public notice that Whitewater Valley Railroad (WVRR) petitioned FRA for relief from certain regulations concerning stenciling and reflectorization of rail cars.

DATES: FRA must receive comments on the petition by August 11, 2025. 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:

Patrick Musselman, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202–834–5837, email: patrick.musselman@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter received May 21, 2025, WVRR petitioned FRA for a special approval pursuant to 49 CFR part 215 (Railroad Freight Car Safety Standards), and a waiver of compliance from certain provisions of the Federal railroad safety regulations contained in parts 215 and 224 (Reflectorization of Rail Freight Rolling Stock). The relevant Docket Number is FRA–2025–0075.

Specifically, WVRR requests a special approval pursuant to § 215.203,

¹ SCVTA specifically requests FRA's determination whether parts 229 and 231 apply to SCVTA's operation.

Restricted cars, in this docket for one flatcar, NYC 500390, that is more than 50 years from the date of original construction. WVRR also seeks relief from § 215.303, *Stenciling of restricted cars*, and the reflectorization requirements of part 224. In support of its request, WVRR explains that the car will not be interchanged and will be operated at a maximum speed of 15 miles per hour hauling rail and ties to support track maintenance.

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 August 11, 2025 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

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Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2025-12946 Filed 7-10-25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2025-0053]

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 Northern Illinois Commuter Railroad Corporation (Metra) petitioned FRA seeking approval to discontinue or modify a signal system.

DATES: FRA must receive comments on the petition by August 11, 2025. 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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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 dated April 14, 2025, Metra petitioned FRA seeking approval to discontinue or modify a signal system.¹ FRA assigned the petition Docket Number FRA-2025-0053.

Specifically, Metra requests to discontinue the cab signal system (CSS)

on the Rock Island District on Tracks No. 1 and No. 2 from milepost (MP) 15.58 to 39.03. In its petition, Metra states that the concurrent use of automatic cab signals (ACS) and positive train control (PTC), which are not integrated into the locomotives, "could confuse and distract the train crew due to differences in the content of their displays, audible and visual alerts provided, and required acknowledgement protocols." In addition, Metra states that the reliability of PTC will be enhanced if the ACS equipment is removed, and there are no other ACS territories adjacent to the subject area. To support its request, Metra notes that it has not identified any scenarios where PTC, in lieu of ACS, will result in a reduction of safety.

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 August 11, 2025 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

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¹ Metra additionally requested relief from 49 CFR 236.566, *Locomotive of each train operating in train stop, train control or cab signal territory; equipped.*