

date to the extent practicable and without delaying implementation of valuable or necessary modifications to PTC systems.

**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 numbers for the host railroads that filed a joint RFA to their PTCSPs are cited above and in the Supplementary Information section of this notice. 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](mailto: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 July 25, 2025, the following 21 host railroads jointly submitted an RFA to their respective PTCSPs for their Interoperable Electronic Train Management Systems (I-ETMS): Alaska Railroad; The Belt Railway Company of Chicago; BNSF Railway; Peninsula Corridor Joint Powers Board (Caltrain); Canadian National Railway; Canadian Pacific Railway; Central Florida Rail Corridor (SunRail); Consolidated Rail Corporation; CSX Transportation, Inc.; Kansas City Southern Railway; Kansas City Terminal Railway; National Railroad Passenger Corporation

(Amtrak); New Mexico Rail Runner Express; Norfolk Southern Railway; North County Transit District; Northeast Illinois Regional Commuter Railroad Corporation (Metra); Northern Indiana Commuter Transportation District; South Florida Regional Transportation Authority; Southern California Regional Rail Authority (Metrolink); Terminal Railroad Association of St. Louis; and Union Pacific Railroad. This RFA covers an update to onboard software Version 6.5.5.0, which would require modifications to the ITC PTC Concept of Operations and to the HMI. The railroads' joint RFA is available in Docket Numbers FRA-2010-0028, -0029, -0039, -0042, -0043, -0045, -0048, -0049, -0051, -0054, -0056, -0057, -0058, -0059, -0060, -0061, -0062, -0064, -0065, and -0070, and FRA-2011-0104.

Interested parties are invited to comment on this RFA by submitting written comments or data. During FRA's review of these railroads' joint 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 PTC systems. 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 these railroads' joint RFA to their PTCSPs 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 [www.regulations.gov](https://www.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.*

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**BILLING CODE 4910-06-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Railroad Administration**

[Docket Number FRA-2025-0136]

**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 Mt. Rainier Scenic Railroad (MRSR) petitioned FRA for relief from certain regulations concerning steam locomotive inspections.

**DATES:** FRA must receive comments on the petition by September 2, 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:**

Michael Barron, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202-366-7117, email: [michael.barron@dot.gov](mailto:michael.barron@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 May 23, 2025, MRSR petitioned FRA for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 230 (Steam Locomotive Inspection and Maintenance Standards). FRA assigned the petition Docket Number FRA-2025-0136.

Specifically, MRSR seeks relief from § 230.17(a), *One thousand four hundred seventy-two (1472) service day*

*inspection*, which requires a steam locomotive's "entire boiler" to be inspected after 1,472 service days or 15 years, whichever is earlier. MRSR, a tourist railroad, seeks to extend for 62 operating days the deadline for its 15-year inspection, from September 7, 2025, to December 31, 2025, which would allow locomotive Polson No. 70 to continue operations during the fall and winter months, which MRSR states comprise more than 50% of its annual ridership. In its petition, MRSR explains that Polson No. 70 is "safe and structurally sound for continued operation," citing its annual inspection and hydrostatic test in April 2025, which was witnessed by FRA. MRSR further states that its tourist service is a "major regional driver of tourism and economic development" in its community, and, as MRSR's two other steam locomotives are not currently available for use, without this relief, MRSR faces "the real risk of closure."

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://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 September 2, 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](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of [www.regulations.gov](http://www.regulations.gov).

Issued in Washington, DC.

**John Karl Alexy**,

*Associate Administrator for Railroad Safety,  
Chief Safety Officer.*

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**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

#### Pipeline Safety: 2025 Pipeline Data Public Meeting

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), Department of Transportation (DOT).

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting to discuss how data collected from pipeline operators can be used to improve pipeline and public safety. Discussion topics include how data collected by PHMSA is currently used by stakeholders, displayed on the PHMSA website, and used to generate pipeline safety performance measures. PHMSA is also interested in identifying data that is collected but not used by any stakeholders, as well as data that should be collected but is not. The meeting will be recorded but there will not be a live webcast.

**DATES:** The public meeting on pipeline data will be held on Thursday, September 18, 2025, from 8:00 a.m. to 5:00 p.m. CST, and Friday, September 19, 2025, from 8:00 a.m. to 5:00 p.m. CST. Name badge pickup and onsite registration will be available starting at 7:30 a.m. on both days.

**Registration:** Please register at "2025 Pipeline Data Public Meeting"—PHMSA Public Meetings. Please note that the meeting will be recorded but will not be webcast. After the meeting, a link to the recording will be posted on the registration page. Anyone who would like to attend the meeting should register by September 11, 2025. Individuals requiring accommodations, such as sign language interpretation or other ancillary aids, should notify Janice Morgan by phone at 202-815-4507 or by email at [janice.morgan@dot.gov](mailto:janice.morgan@dot.gov) by no later than August 24, 2025. For additional information, see the

**ADDRESSES** section of this notice. **ADDRESSES:** The public meeting will be held in Houston, Texas. Additional details about the location and an agenda will be posted to the registration page, "2025 Pipeline Data Public Meeting"—PHMSA Public Meetings, by August 17, 2025.

**FOR FURTHER INFORMATION CONTACT:** Blaine Keener by phone at 202-366-0970 or by email at [blaine.keener@dot.gov](mailto:blaine.keener@dot.gov).

**SUPPLEMENTARY INFORMATION:** PHMSA will hold this public meeting to provide an open forum for exchanging information about how pipeline data can be used to improve pipeline and public safety. Discussion topics include what data is collected and how it is used by stakeholders as well as how performance measures could be improved. Various stakeholders—including Federal and state regulatory agencies, industry, advocacy groups, and the media—often use data collected and made public by PHMSA to describe the integrity of pipeline infrastructure, portray safety trends, or identify emerging safety concerns. This data is also often used to evaluate the safety performance of individual companies and the overall industry, as well as the effectiveness of the regulatory process. PHMSA uses operator submitted data to identify which pipeline systems will be inspected in a given year, and to develop inspection plans based on the system's and the company's apparent safety strengths and weaknesses. Operators use data to improve safety by identifying and mitigating threats and risks on their systems.

PHMSA regulations require integrity management program performance measures for gas distribution pipelines (49 Code of Federal Regulations (CFR) § 192.1007(e)), gas transmission pipelines (49 CFR 192.945), and hazardous liquids pipelines (49 CFR 195.452(k)). The information exchanged at this public meeting will help inform PHMSA as it considers improvements to integrity management performance measures. Information on potential key performance indicators for use within pipeline safety management systems (PSMSs) will also be presented.

The overall meeting objectives, subject to modification based on stakeholder input, are to:

1. Share with participants the types of data PHMSA collects and uses for inspection planning, rulemaking, and other activities.
2. Determine how stakeholders—including industry and the public—use the data.
3. Identify what data is not used by any stakeholders.
4. Identify data not currently collected that, if shared with PHMSA and other stakeholders, could improve safety.
5. Determine how industry and PHMSA measure performance and how these performance measures can be improved.