

agreement between the parties involved. Copies of the proposed contract or agreement must be submitted for prior approval to SJI at the earliest possible time. The contract or agreement must state, at a minimum, the activities to be performed, the time schedule, the policies and procedures to be followed, the dollar limitation of the agreement, and the cost principles to be followed in determining what costs, both direct and indirect, will be allowed. The contract or other written agreement must not affect the grantee's overall responsibility for the direction of the project and accountability to SJI.

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[FR Doc. 2024-24739 Filed 10-23-24; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. FD 36813]

Cedar Hills Rail LLC—Operation Exemption—Ab Eco Park LLC

Cedar Hills Rail LLC (CHR), a noncarrier, has filed a verified notice of exemption pursuant to 49 CFR 1150.31 to operate over approximately 7,150 feet of what is currently private track (the Line) located in a 90-acre industrial park (the Park). The Park is located in

the Town of North Haven, Conn., and the City of New Haven, Conn., along the Hartford Line of CSX Transportation, Inc. (CSXT).¹ CHR's parent company, AB Eco Park LLC (AB Eco), owns the Park.

The verified notice states that CHR and AB Eco are entering into a track lease and operating agreement, under which CHR will provide common carrier rail service over the Line. According to CHR, it will interchange with CSXT and its rail operations will consist primarily of switching railcars to and from shippers in the Park. CHR explains that before operations begin, it will rehabilitate the existing track and replace the switch with CSXT. CHR also states that, upon consummation of the transaction, it will contract with a not yet identified rail carrier to operate the Line on CHR's behalf, and that the new operator will also seek authority from the Board to operate over the Line.²

CHR certifies that its projected annual revenues are not expected to exceed those that would qualify it as a Class III rail carrier and are not expected to exceed \$5 million. CHR also certifies that its operation of the Line will not involve any provision or agreement that would limit future interchange with a third-party carrier. The transaction may be consummated on or after November 7, 2024, the effective date of the exemption (30 days after the verified notice was filed).³

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than October 31, 2024 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36813, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In

¹ CHR further states that the Park extends northeasterly from the New Haven-North Haven dividing line through the Town of North Haven to "the ending of the 8th Line, being North 58 degrees 24'57" West," and southwesterly from the North Haven-New Haven dividing line approximately 2,200 feet, including through the City of New Haven. (Verified Notice 1-2.)

² CHR acknowledges in its verified notice that it will retain a common carrier obligation even if it contracts with another rail carrier to operate the Line.

³ CHR filed a supplement on October 8, 2024, clarifying its plans for the Line and providing a certification regarding its expected revenue. The filing date of the supplement will be deemed the filing date of the verified notice.

addition, a copy of each pleading must be served on CHR's representative, John K. Fiorilla, Dyer & Peterson PC, 605 Main Street, Suite 104, Riverton, NJ 08077.

According to CHR, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at www.stb.gov.

Decided: October 21, 2024.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Tammy Lowery,
Clearance Clerk.

[FR Doc. 2024-24747 Filed 10-23-24; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2010-0030]

Massachusetts Bay Transportation Authority's Request To Amend Its 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 October 11, 2024, the Massachusetts Bay Transportation Authority (MBTA) submitted a request for amendment (RFA) to its FRA-approved Positive Train Control Safety Plan (PTCSP) to install Construction Zone (CZ) Transponders to reconfigure its positive train control (PTC) system on the South Side Middleboro Main Line (MML) at the Pilgrim Interlocking at Milepost (MP) 34.86 to its final configuration in order to interface with the adjacent new South Coast Rail (SCR) Lines. The CZ will result in the suspension of portions of the PTC system on the MML from December 1, 2024, to December 15, 2024. As this RFA involves a request for FRA's approval of proposed material modifications to an FRA-certified PTC system, FRA is publishing this notice and inviting public comment on MBTA's RFA to its PTC system.

DATES: FRA will consider comments received by November 13, 2024. 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-2010-0030. 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, October 11, 2024, MBTA submitted an RFA to its PTCSP for its Advanced Civil Speed Enforcement System II (ACSES II), which seeks FRA's approval to install a CZ to reconfigure its PTC system on the MML at the Pilgrim Interlocking at MP 34.86 to its final configuration in order to interface with the adjacent new SCR Lines. The CZ will result in the suspension of portions of the PTC system on the MML from December 1, 2024, to December 15, 2024. That RFA is available in Docket No. FRA-2010-0030.

Interested parties are invited to comment on MBTA's RFA by submitting written comments or data. During FRA's review of MBTA'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 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. 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. 2024-24777 Filed 10-23-24; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2010-0029]

The National Railroad Passenger Corporation's Request To Amend Its 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 October 12, 2024, the National Railroad Passenger Corporation (Amtrak) submitted a request for amendment (RFA) to its FRA-approved Positive Train Control Safety Plan (PTCSP) to install Construction Zone (CZ) transponders, which will result in the suspension of portions of its positive train control (PTC) system, to support the addition of Fitter Interlocking on the New Haven to Boston (NHB) line. This CZ is scheduled to be implemented December 7, 2024, for a duration not exceeding 30 days. As this RFA involves a request for FRA's

approval of proposed material modifications to an FRA-certified PTC system, FRA is publishing this notice and inviting public comment on Amtrak's RFA to its PTC system.

DATES: FRA will consider comments received by November 13, 2024. 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-2010-0029. 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 October 12, 2024, Amtrak submitted an RFA to its PTCSP for its Advanced Civil Speed Enforcement System II (ACSES II), which seeks FRA's approval to install a CZ, which will result in the suspension of portions of its PTC system, to support the addition of Fitter Interlocking on the NHB line. This CZ is scheduled to be implemented December 7, 2024, for a duration not