

(Cartage), and operate approximately 712.5 feet of rail line located at a transload facility owned by Cartage in Berkeley, Ill. (the Line).<sup>1</sup> The Line has no mileposts.

According to the verified notice, the Line is used in conjunction with interchanging boxcar loads of bulk commodities (such as paper and packaging-related materials, lumber, and polystyrene bead) to and from Union Pacific Railroad Company. The verified notice further states that PRR and Cartage have reached an agreement for PRR to operate over the Line and conduct transloading operations.

The transaction may be consummated on or after January 29, 2026, the effective date of the exemption (30 days after the verified notice was filed).

PRR certifies that its projected annual revenues will not exceed those that would qualify it as a Class III rail carrier. PRR also certifies that the transaction does not involve any provision that would prohibit or limit future interchange with any third-party connecting carrier.

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 January 22, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36874, 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 addition, a copy of each pleading must be served on PRR's representative, Max Callahan, Fulcrum Rail, 180 North Wacker Drive, Suite 400, Chicago, IL 60606.

According to PRR, 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](http://www.stb.gov).

Decided: January 8, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

**Tammy Lowery,**  
*Clearance Clerk.*

[FR Doc. 2026-00622 Filed 1-14-26; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Compatibility Program for Dane County Regional Airport, Madison, Wisconsin

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of receipt and request for review of the noise compatibility program

**SUMMARY:** The Federal Aviation Administration (FAA) announces the start of the FAA review of the noise compatibility program submitted for Dane County Regional Airport and the availability of this program for public review and comment. This program was submitted subsequent to a determination by FAA that associated noise exposure maps submitted for Dane County Regional Airport were in compliance with applicable requirements, effective December 21, 2024. The Dane County Regional Airport noise compatibility program will be approved or disapproved on or before July 12, 2026.

**DATES:** The effective date of the FAA of the start of its review of the associated noise compatibility program is January 13, 2026. The public comment period ends March 14, 2026.

**FOR FURTHER INFORMATION CONTACT:** Emma Lienau, Chicago Airports District Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018, Tel: 847-294-7551. Comments on the proposed noise compatibility program should be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA is reviewing a proposed noise compatibility program (NCP) for Dane County Regional Airport which will be approved or disapproved on, or before, July 12, 2026. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps (NEM) that are found by FAA to be in compliance with the requirements of title 49, chapter 475 of the United States Code (U.S.C.) (Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and Title 14,

Code of Federal Regulations (CFR) part 150 (14 CFR 150), promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses. The FAA previously determined that the NEMs for Dane County Regional Airport were in compliance with applicable requirements under 14 CFR 150, effective December 21, 2024 (Noise Compatibility Program for Dane County Regional Airport/Truax Field, Dane County, Wisconsin, Volume 89, Number 28, **Federal Register**, pages 9284-5, February 9, 2024).

The FAA formally received the NCP for Dane County Regional Airport on December 4, 2025. The airport operator has requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as an NCP under Section 47504 of the Act. Preliminary review of the submitted materials indicates that it conforms to the requirements for the submittal of NCPs, but that further review will be necessary prior to approval or disapproval of the program for Dane County Regional Airport. The formal review period, limited to a maximum of 180 days, was initiated on January 13, 2026, and will be completed on or before July 12, 2026.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR 150.33 (<https://www.ecfr.gov/current/title-14/chapter-I/subchapter-I/part-150/subpart-C/section-150.33>). The primary considerations in the evaluation process are whether the proposed measures will reduce existing noncompatible uses and prevent or reduce the probability of additional noncompatible uses and whether the proposed measures will impose an undue burden on interstate and foreign commerce or reduce safety or adversely affect the safe and efficient use of airspace.

Interested persons are invited to comment on the proposed program with specific references to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the proposed NCP for Dane County Regional Airport are available for examination online at <https://msnairport.com/about/noise-abatement/part-150-study>. Dane County Regional Airport has also made a hard copy of the document available for review at 4000 International Lane,

<sup>1</sup> PRR supplemented its initial December 3, 2025 filing on December 29 and 30, 2025. The date of PRR's second supplement, December 30, 2025, is therefore considered the filing date of the verified notice.

Madison, Wisconsin 53704, Terminal Building, 2nd floor of the Airport Administration Office. Questions regarding this notice may be directed to the individual names above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Des Plaines, Illinois on January 13, 2026.

**James Gregory Keefer,**

*Acting Director, Airports Division, Great Lakes Region.*

[FR Doc. 2026-00683 Filed 1-14-26; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[Docket No. FTA-2025-0134]

#### Rescission of the National Transit Database Weekly Reference Reporting Requirement

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

**ACTION:** Final notice; response to comments.

**SUMMARY:** This notice finalizes and responds to comments on the proposed rescission of the National Transit Database's (NTD) Weekly Reference (WE-20) reporting requirement.

**DATES:** *Applicable date:* January 15, 2026.

#### FOR FURTHER INFORMATION CONTACT:

Chelsea Champlin, National Transit Database Program Manager, FTA Office of Budget and Policy, 202-366-4000, [chelsea.champlin@dot.gov](mailto:chelsea.champlin@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. Background

Congress established the NTD to be the Nation's primary source for information and statistics on the transit systems of the United States. During the COVID-19 pandemic, FTA found it did not have sufficient and timely data on transit ridership or transit service levels to inform decision-makers during the rapidly changing crisis situation. To better understand changes in the transit industry on a timely basis, FTA went through the notice and comment process (Docket number FTA-2022-0018) pursuant to 49 U.S.C. 5334(k) to, among other things, enable FTA to collect additional data from a sample set of modal reports from across the universe of full, reduced, tribal, and rural reporters on a weekly reference WE-20 Form. FTA finalized the WE-20 reporting requirements in March 2023 (88 FR 13497).

Although the WE-20 reporting requirement provided important data as the country recovered from the pandemic, it is not required by statute, and after two years of experience with this data collection, FTA determined the WE-20 reporting requirement no longer offers sufficient value relative to the administrative burden on transit agencies and is inconsistent with this Administration's deregulatory priorities.

#### II. Proposed Recission of the Weekly Reference Reporting Requirement (WE-20) and Responses to Comments

Pursuant to 49 U.S.C. 5334(k), FTA published a notice in the **Federal Register** on November 18, 2025 (90 FR 51809) requesting comments on the proposed rescission of the WE-20 reporting requirement. The comment period closed on December 2, 2025. FTA received five comments in support (including three who expressed strong support) of the proposal to rescind the required weekly NTD reporting requirement. Comments were received from three public transit agencies, a consortium consisting of five State Departments of Transportation, and one transportation association. Two of the comments in support of the change justified the rescission by quantifying the time the reporting took them away from other critical work, including transit operations, planning, and analysis. In addition, the consortium specifically noted the filing burden on rural states, where small transit operators have limited staff to attend to administrative and regulatory compliance. FTA received no comments in opposition or providing additional information.

**FTA Response:** FTA appreciates the support for this change and will move forward with the rescission as proposed. The proposed rescission takes effect immediately upon publication of this final notice.

**Marcus J. Molinaro,**

*Administrator.*

[FR Doc. 2026-00651 Filed 1-14-26; 8:45 am]

**BILLING CODE 4910-57-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration (FTA)

#### Announcement of Fiscal Year 2025 Grants for Buses and Bus Facilities Program and Fiscal Year 2025 and 2026 Low or No Emission Program Project Selections

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

**ACTION:** Notice of project selections and implementation guidance.

**SUMMARY:** The U.S. Department of Transportation's (DOT) Federal Transit Administration (FTA) announces the award of a total of \$2,027,948,082 for 165 projects. This includes \$397,665,476 under the FY 2025 Grants for Buses and Bus Facilities Competitive Program (Bus Competitive Program) for 62 projects and \$1,630,282,606 under the FY 2025 Low or No Emission (Low-No) Grants Program for 103 projects. This notice provides administrative guidance on project implementation.

#### FOR FURTHER INFORMATION CONTACT:

Successful applicants should contact the appropriate FTA Regional Office for information regarding applying for the funds or program-specific information. A list of Regional Offices can be found at <https://www.transit.dot.gov/about/regional-offices/regional-offices>. Unsuccessful applicants may contact Kirsten Wiard-Bauer, Office of Program Management, at [ftalownobusnofo@dot.gov](mailto:ftalownobusnofo@dot.gov) or (202) 366-2053 within 30 days of this announcement to arrange a proposal debriefing. Some unsuccessful applicants, such as those who received an overall rating of Highly Recommended or Ineligible, may receive feedback only via email. A TDD is available at 1-800-877-8339 (TDD/FIRS).

**SUPPLEMENTARY INFORMATION:** Federal public transportation law (49 U.S.C. 5339(b)) authorizes FTA to make competitive grants for the Bus Competitive Program. Federal public transportation law (49 U.S.C. 5339(c)) authorizes FTA to make competitive grants for the Low-No Program.

Federal public transportation law (49 U.S.C. 5338(a)(2)(M)) authorized \$398,103,239 in FY 2025 funds for the Bus Competitive Program after an oversight takedown. After the addition of available prior year funding, the total available funding for the Bus Program in FY 2025 is \$399,330,754.

For FY 2025, \$76,512,334 was authorized and appropriated for the FY 2025 Low-No Program, and the Infrastructure Investment and Jobs Act (IIJA, Pub. L. 117-58) appropriated an additional \$1,029,000,000 after accounting for the authorized takedown for administrative and oversight expenses and the Office of Inspector General (OIG). For FY 2026, \$1,029,000,000 is appropriated under the IIJA for the Low-No Program. After the oversight takedown and transfer to the OIG, and the addition of prior year(s) funding, the total available