

interchange traffic from the Line and connect it with the national railroad system.

MP&TR certifies that its projected revenues as a result of the transaction will not exceed those that would qualify it as a Class III rail carrier and will not exceed \$5 million per year. MP&TR also certifies that the proposed transaction does not involve any agreement, including any provision that would limit future interchange, with a third-party connecting railroad.

The transaction may be consummated on or after June 5, 2026, the effective date of the exemption (30 days after the verified notice was filed).

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 May 29, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36928, 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 MP&TR’s representatives, Peter A. Pfohl, Slover & Loftus LLP, 1828 L Street NW, Suite 1000, Washington, DC 20036, and John Duncan Varda, DeWitt LLP, 25 West Main Street, Suite 800, Madison, WI 53703.

According to MP&TR, this transaction 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: May 18, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.
Kenyatta Clay,
Clearance Clerk.

[FR Doc. 2026–10237 Filed 5–21–26; 8:45 am]

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SURFACE TRANSPORTATION BOARD

30-Day Notice of Intent To Seek Extension of Approval of Collection: Statutory Authority To Preserve Rail Service

AGENCY: Surface Transportation Board.

ACTION: Notice and request for comments.

SUMMARY: As part of its continuing effort to reduce paperwork burdens, and as required by the Paperwork Reduction Act of 1995 (PRA), the Surface Transportation Board (Board) gives notice of its intent to request from the Office of Management and Budget (OMB) approval without change of the existing collection, Preservation of Rail Service, OMB Control No. 2140–0022, as described below. The Board previously published a notice about this collection in the **Federal Register** on March 20, 2026. That notice allowed for a 60-day public review and comment period. No comments were received.

DATES: Comments on this information collection should be submitted by June 22, 2026.

ADDRESSES: Written comments should be identified as “Paperwork Reduction Act Comments, Statutory Authority to Preserve Rail Service.” Written comments for the proposed information collection should be submitted via www.reginfo.gov/public/do/PRAMain. This information collection can be accessed by selecting “Currently under Review—Open for Public Comments” or by using the search function. As an alternative, written comments may be directed to the Office of Management and Budget, Office of Information and Regulatory Affairs, Attention: Yasmine Di Giulio, Surface Transportation Board Desk Officer: by email at oira_submission@omb.eop.gov; by fax at

(202) 395–1743; or by mail to 725 17th Street NW, Washington, DC 20503.

Please also direct comments to Chris Oehrle, PRA Officer, Surface Transportation Board, 395 E Street SW, Washington, DC 20423–0001 and to PRA@stb.gov. For further information regarding this collection, contact Michael Higgins, Deputy Director, Office of Public Assistance, Governmental Affairs (OPAGAC), and Compliance, at (202) 245–0284 or michael.higgins@stb.gov. Assistance for the hearing impaired is available through the Federal Relay Service at (800) 877–8339.

SUPPLEMENTARY INFORMATION: Comments are requested concerning each collection as to (1) whether the particular collection of information is necessary for the proper performance of the functions of the Board, including whether the collection has practical utility; (2) the accuracy of the Board’s burden estimates; (3) ways to enhance the quality, utility, and clarity of the information collected; and (4) ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology, when appropriate. Submitted comments will be included and summarized in the Board’s request for OMB approval.

Subjects: In this notice, the Board is requesting comments on the extension of the following information collection:

Description of Collection

Title: Preservation of Rail Service.
OMB Control Number: 2140–0022.
STB Form Number: None.

Type of Review: Extension without change.

Respondents: Affected shippers, communities, or other interested persons seeking to preserve rail service over rail lines that are proposed or identified for abandonment, and railroads that are required to provide information to the offeror or applicant: Approximately 25.

Frequency: On occasion, as follows:

TABLE—NUMBER OF YEARLY RESPONSES

Type of filing	Estimated annual average number of filings (2023–2025)
Offer of Financial Assistance (and related filings)	2
Request for Public Use Condition	1
Feeder Line Application	1
Trail Use Request (with extensions)	23

Total Burden Hours (annually including all respondents): 281 hours (total of estimated hours per response ×

number of responses for each type of filing).

TABLE—ESTIMATED TOTAL BURDEN HOURS

Type of filing	Estimated annual average number of filings (2023–2025)	Number of hours per response	Total estimated burden hours
Offer of Financial Assistance (and related filings)	2	46	92
Request for Public Use Condition	1	4	4
Feeder Line Application	1	70	70
Trail Use Request (with extensions)	23	5	115
Total burden hours			281

Total “Non-hour Burden” Cost: Because Board collections are submitted electronically to the Board, there is no cost for filing with the Board. However, respondents are sometimes required to send consultation letters to various other governmental agencies. Copies of these letters are part of an environmental and historic report that must be filed with this collection (unless waived by the Board). Because some of these other agencies may require hard copy letters, there may be some limited mailing costs, which staff estimates in total to be approximately \$1,800.00.

Needs and Uses: The Surface Transportation Board is, by statute, responsible for the economic regulation of common carrier freight railroads and certain other carriers operating in the United States. Under the laws the Board administers, persons seeking to preserve rail service may file pleadings before the Board to acquire or subsidize a rail line for continued service, or to impose a trail use or public use condition.

When a line is proposed for abandonment, affected shippers, communities, or other interested persons may seek to preserve rail service by filing with the Board: an offer of financial assistance (OFA) to subsidize or purchase a rail line for which a railroad is seeking abandonment (49 U.S.C. 10904), including a request for the Board to set terms and conditions of the financial assistance; a request for a public use condition (§ 10905); or a trail use request (16 U.S.C. 1247(d)). Similarly, when a line is placed on a system diagram map identifying it as an anticipated or potential candidate for abandonment, affected shippers, communities, or other interested persons may seek to preserve rail service by filing with the Board a feeder line application to purchase the identified rail line (§ 10907). Additionally, the railroad owning the

rail line subject to abandonment must, in some circumstances, provide information to the applicant or offeror, as included above.

As to trail use, the STB will issue a CITU or NITU to a prospective trail sponsor who seeks an interim trail use agreement with the rail carrier of the rail line that is being abandoned if the rail carrier consents. The CITU/NITU permits parties to negotiate for an interim trail use agreement. The parties may also agree to an extension of the negotiating period. If parties reach a trail use agreement, then they must jointly notify the Board of that fact and of any modification or vacancy of the agreement. There is a one-year period for any initial interim trail use negotiating period (with potential extensions).

Under the PRA, a federal agency that conducts or sponsors a collection of information must display a currently valid OMB control number. A collection of information, which is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c), includes agency requirements that persons submit reports, keep records, or provide information to the agency, third parties, or the public. Section 3507(b) of the PRA requires, concurrent with an agency’s submitting a collection to OMB for approval, a 30-day notice and comment period through publication in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information.

Dated: May 20, 2026.

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2026–10300 Filed 5–21–26; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36926]

Great Basin & Northern Railway, Inc.—Change in Operators Exemption—City of Ely and Nevada Northern Railway Foundation

Great Basin & Northern Railway, Inc. (Great Basin & Northern Railway), has filed a verified notice of exemption under 49 CFR 1150.31 to replace the Great Basin and Northern Railroad, Inc. (Great Basin and Northern Railroad), as the common carrier operator over approximately 156.6 miles of rail line (the Lines) owned by the City of Ely, Nev., and the Nevada Northern Railway Foundation, Inc. (the Foundation).¹ The Lines include a main line between milepost 0.0 at or near Cobre, Nev., and milepost 146.1 at or near Keystone, Nev.; a branch line between milepost 127.9 at McGill Junction and milepost MB 2.5 at McGill, Nev.; and a branch line between milepost 135.3 at Hiline, Nev., and milepost H–8 at Adverse, Nev., all in Elko and White Pine Counties, Nev.

Great Basin & Northern Railway states it expects to enter an agreement with the Lines’ owners on or about when the notice becomes effective, giving it rights to provide common carrier service on the Lines. The current operator of the Lines, Great Basin and Northern Railroad, has authorized Great Basin & Northern Railway to represent that Great Basin and Northern Railroad does not object to the proposed change in operators.²

¹ Great Basin & Northern Railway filed a supplement to its verified notice on May 8, 2026. The date of its supplement, May 8, 2026, is therefore considered the filing date of the verified notice.

² According to the verified notice, both the future operator (Great Basin & Northern Railway) and the current operator (Great Basin and Northern Railroad) are subsidiaries of the Foundation. Great Basin & Northern Railway states that the change in operators will not cause the Foundation to control