

lines, equipment, personnel, and operating practices. (Rev. Appl. 1–100.) A SIP is a comprehensive written plan, prepared in accordance with FRA guidelines or regulations, explaining the process by which Applicants intend to integrate the operation of the properties involved in a manner that would maintain safety at every step of the integration process, in the event the Board approves the Transaction. 49 CFR 1106.2; *see also* 49 CFR 244.9. Applicants submitted the proposed SIP, prepared in consultation with FRA, to OEA and to FRA consistent with 49 CFR 1106.4(a) and 1180.8(a)(1). The proposed SIP will be made available for public review and comment during the EIS process. If the Board authorizes the Transaction and adopts the SIP, the Board requires compliance with the SIP as a condition to its authorization. 49 CFR 1106.4(b)(4).

Blocked Crossings Plan. Applicants state that they will submit information regarding measures that Applicants plan to take to address potentially blocked crossings as a result of merger-related changes in operations or increases in rail traffic as part of the environmental review process. (Rev. Appl. 1–101.) Applicants submitted their blocked crossings plan to OEA, consistent with 49 CFR 1180.8(a)(2), and OEA will consider it when preparing the EIS in this proceeding.⁵¹

Service of Decisions, Orders, and Notices. The Board will serve copies of its decisions, orders, and notices on those persons who are designated on the official service list as a Party of Record or Non-Party. All other interested persons are encouraged to secure copies of decisions, orders, and notices via the Board's website at www.stb.gov.

Access to Filings. Under the Board's rules, any document filed with the Board (including applications, pleadings, etc.) shall be promptly furnished to interested persons on request, unless subject to a protective order. 49 CFR 1180.4(a)(3). The Revised Application and other filings in this proceeding will be furnished to interested persons upon request and will also be available on the Board's website at www.stb.gov. In addition, the Revised Application may be obtained from Messrs. Rosenthal and Atkins at the addresses indicated above.

It is ordered:

1. The Revised Application in Docket No. FD 36873 and the related application filed in the embraced

docket, Docket No. FD 36873 (Sub-No. 1), are accepted for consideration.

2. The proceedings, including the environmental review of the Transaction, are held in abeyance pending further Board order.

3. Applicants are directed to provide the supplemental information discussed above by July 27, 2026.

4. Applicants' August 29, 2025 motion to permit ex parte stakeholder communications is denied.

5. The Board waives the requirements in 49 CFR 1105.10(a)(2)–(4) for publication of a Final Scope of Study and a Draft EIS.

6. This decision will be published in the **Federal Register**.

7. This decision is effective on May 28, 2026.

Decided: May 26, 2026.

By the Board, Board Members Fuchs, Hedlund, and Schultz.

Aretha Laws-Byrum,
Clearance Clerk.

[FR Doc. 2026–10751 Filed 5–28–26; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36931]

East Ohio Valley Railway LLC— Operation Exemption—Long Ridge Railroad Company, LLC

East Ohio Valley Railway LLC (EOVR), a noncarrier, has filed a verified notice of exemption under 49 U.S.C. 10902 for its continued operation of a 12.2-mile rail line between milepost 60.5 near Powhatan Point, Ohio, and milepost 72.7 near Hannibal, Ohio (the Line).

According to the verified notice, the Line is currently owned and operated by EOVR. This transaction is related to a concurrently filed verified notice of exemption in *Long Ridge Railroad—Acquisition Exemption—Rail Line of East Ohio Valley Railway*, Docket No. FD 36929. According to the verified notice, Long Ridge Railroad Company, LLC (LRRR), currently a noncarrier, has filed the notice of exemption in FD 36929 for authority to acquire the Line and become a new Class III railroad. LRRR's parent company and EOVR have entered into a Term Sheet that provides EOVR with the right to continue operating the Line following LRRR's acquisition. EOVR and LRRR intend to enter into a full railroad operating agreement implementing the Term Sheet.

EOVR certifies that the transaction does not involve any provision or agreement that may limit future

interchange with a third-party connecting carrier.

EOVR further certifies that its projected annual revenues resulting from the transaction will not exceed \$5 million and will not result in EOVR's becoming a Class I or Class II rail carrier.

The earliest this transaction may be consummated is June 12, 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 June 5, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36931, must be filed with the Surface Transportation Board 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 EOVR's representative, William A. Mullins, Baker & Miller PLLC, 2401 L Street NW, #720, Washington, DC 20037.

According to EOVR, 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: May 26, 2026.

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

Kenyatta Clay,
Clearance Clerk.

[FR Doc. 2026–10681 Filed 5–28–26; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36929]

Long Ridge Railroad Company, LLC— Acquisition Exemption—Rail Line of East Ohio Valley Railway LLC

Long Ridge Railroad Company, LLC (LRRR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from East Ohio Valley Railway LLC (EOVR) and operate a 12.2-mile rail line between milepost 60.5 near Powhatan Point, Ohio, and milepost 72.7 near Hannibal, Ohio (the Line).

This transaction is related to a concurrently filed verified notice of

⁵¹ Applicants' blocked crossings plan is available on the Board's website under "Environmental Comments," (environmental comment EI–34241).

exemption in *East Ohio Valley Railway—Operation Exemption—Long Ridge Railroad*, Docket No. FD 36931, in which EOVR seeks authority to continue operating the Line following the sale of the Line from EOVR to LRRR.

According to the verified notice, LRRR is a Delaware limited liability company and is wholly owned by MARA USA Corporation (MARA), a Delaware corporation, which in turn is wholly owned by MARA Holdings, Inc., a Nevada corporation. The verified notice states that MARA and EOVR have entered into a Term Sheet providing that MARA's wholly owned affiliate, LRRR, will acquire the Line and that EOVR will continue to operate it. The verified notice further states that MARA and EOVR intend to enter a full Asset Purchase Agreement (APA), as well as an Operating Agreement, implementing the Term Sheet. According to the verified notice, EOVR and LRRR intend to consummate the sale of the Line to LRRR as soon as practicable following the signing of the APA, the effective dates for both this verified notice of exemption and the verified notice of exemption in Docket No. FD 36931, and the satisfaction of all other conditions precedent to closing set forth in the Operating Agreement and APA.

LRRR certifies that the transaction does not involve any provision or agreement that may limit future interchange with a third-party connecting carrier, nor is the Line currently subject to any agreement that imposes such an interchange commitment.

LRRR further certifies that its projected annual revenues resulting from the transaction will not exceed \$5 million and will not result in LRRR's becoming a Class I or Class II rail carrier.

The earliest this transaction may be consummated is June 12, 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 June 5, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36929, must be filed with the Surface Transportation Board 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 LRRR's representative, Matthew J. Warren, Sidley Austin LLP, 1501 K Street NW, Washington, DC 20005.

According to LRRR, 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: May 26, 2026.

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

Kenyatta Clay,

Clearance Clerk.

[FR Doc. 2026-10678 Filed 5-28-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Lemmon Drive Traffic Improvements and Resiliency Project in Nevada

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of limitation on claims for judicial review of actions by FHWA and other Federal agencies.

SUMMARY: This notice announces actions taken by FHWA and other Federal agencies that are final. The actions relate to the proposed realignment of Lemmon Drive between Fleetwood Drive and Ramsey Way in Reno, NV. Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal Agency actions on the listed highway project will be barred unless the claim is filed on or before October 26, 2026. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

ADDRESSES: The Environmental Assessment and additional project documents can be viewed and downloaded from the project website at: <https://www.lemmondrieproject.com/presentations> or by contacting Nevada Department of Transportation (NDOT), Environmental Division, 1263 S Stewart Street, Carson City, NV 89712, normal business hours are 8 a.m. to 5 p.m. (Pacific Standard Time), Monday through Friday, except State holidays.

FOR FURTHER INFORMATION CONTACT: For FHWA: Mr. Jacob Waclaw, Acting Deputy Division Administrator, Federal Highway Administration Nevada Division, 705 North Plaza Street, Carson City, Nevada 89701-0602; 775-687-5320; Jacob.Waclaw@dot.gov. For NDOT: Mr. Chris Young, Chief, Environmental Services Division, 1263 S Stewart Street, Carson City, NV 89712; 775-888-7686; cyoung@dot.nv.gov.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FHWA and other Federal agencies have taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, or approvals for the Lemmon Drive Traffic Improvements and Resiliency Project, Federal Project DE-003-1(352), in Nevada. The project limits include Lemmon Drive from Fleetwood Drive to Ramsey Way. The project includes reconstructing Lemmon Drive for approximately 3.7 miles along a natural earthen berm to the west of its existing alignment and adding and improving pedestrian access along the corridor. These improvements allow the roadway to be constructed above the existing Federal Emergency Management Agency (FEMA) 100-year flood elevation to provide reliable community access, reduce travel delays, and provide a safe and reliable regional road during flood events. The actions by FHWA and other Federal agencies on the project, and the laws under which such actions were taken, are described in the Environmental Assessment (EA) for the project, approved on January 21, 2026, in the Finding of No Significant Impact (FONSI), approved on May 21, 2026, and in other documents in the project records. The EA, FONSI, and other project records are available by contacting NDOT at the address provided above.

This notice applies to all Federal agency decisions that are final as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

- 1. General:** National Environmental Policy Act (NEPA) [42 U.S.C. 4321 *et seq.*]; Federal-Aid Highway Act (FAHA) [23 U.S.C. 109, 139, and 128].
- 2. Air:** Clean Air Act (CAA) [42 U.S.C. 7401-7671(q)], with the exception of project level conformity determinations [42 U.S.C. 7506].
- 3. Noise:** Noise Control Act of 1972 [42 U.S.C. 4901-4918].
- 4. Land:** Section 4(f) of the Department of Transportation Act of 1966 [23 U.S.C. 138 and 49 U.S.C. 303]; Land and Water Conservation Fund (LWCF) Act [54 U.S.C. 200301 *et seq.*].
- 5. Wildlife:** Endangered Species Act (ESA) [16 U.S.C. 1531-1544 and 1536];