

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.

#### Description of Collection

*Title:* Arbitration "Opt-in" Notices.

*OMB Control Number:* 2140-0020.

*Form Number:* None.

*Type of Review:* Extension without change.

*Respondents:* All regulated rail carriers.

*Number of Respondents:* One.

*Estimated Time per Response:* 0.5 hours.

*Frequency:* Annually.

*Total Burden Hours* (annually including all respondents): 0.5 hours.

*Total "Non-Hour Burden" Cost:* None identified. Filings are submitted electronically to the Board.

*Needs and Uses:* Under 49 CFR 1108.3, rail carriers subject to the Board's jurisdiction may agree to participate in the Board's arbitration program by filing a notice with the Board to "opt in." Once a rail carrier is participating in the Board's arbitration program, it may discontinue its participation only by filing a notice to "opt out" with the Board, which would become effective 90 days after its filing.

The Board makes this submission because, 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. Under 44 U.S.C. 3506(c)(2)(A), federal agencies are required to provide, prior to an agency's submitting a collection to OMB for approval, a 60-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: June 10, 2026.

**Jeffrey Herzig,**  
Clearance Clerk.

[FR Doc. 2026-11902 Filed 6-11-26; 8:45 am]

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## SURFACE TRANSPORTATION BOARD

### 60-Day Notice of Intent To Seek Extension of Approval of Collection: Dispute Resolution Procedures Under the Fixing America's Surface Transportation Act

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice and request for comments.

**SUMMARY:** As required by the Paperwork Reduction Act of 1995 (PRA), the Surface Transportation Board (STB or Board) gives notice of its intent to seek approval from the Office of Management and Budget (OMB) for an extension of the collection of "FAST Act" Dispute Resolution Procedures, as described below.

**DATES:** Comments on this information collection should be submitted by August 11, 2026.

**ADDRESSES:** Direct all comments to Chris Oehrle, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001, or to [PRA@stb.gov](mailto:PRA@stb.gov). When submitting comments, please refer to "Paperwork Reduction Act Comments, FAST Act Dispute Resolution Procedures." For further information regarding this collection, contact Michael Higgins, Deputy Director, Office of Public Assistance, Governmental Affairs, and Compliance (OPAGAC), at (866) 254-1792 (toll-free) or 202-245-0238, or by emailing to [rcpa@stb.gov](mailto:rcpa@stb.gov). Assistance for the hearing impaired is available through the Federal Relay Service at (800) 877-8339.

**SUPPLEMENTARY INFORMATION:** Comments are requested concerning: (1) the accuracy of the Board's burden estimates; (2) ways to enhance the quality, utility, and clarity of the information collected; (3) 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; and (4) whether the collection of information is necessary for the proper performance of the functions of the Board, including whether the collection has practical utility. Submitted comments will be summarized and included in the Board's request for OMB approval.

#### Description of Collection

*Title:* FAST Act Dispute Resolution Procedures.

*OMB Control Number:* 2140-0036.

*STB Form Number:* None.

*Type of Review:* Extension without change.

*Respondents:* Parties seeking the Board's informal assistance under Fixing America's Surface Transportation Act, Public Law 114-94 (signed Dec. 4, 2015) (FAST Act).

*Number of Respondents:* One.

*Estimated Time per Response:* Two hours.

*Frequency:* On occasion.

*Total Burden Hours* (annually including all respondents): Two hours (estimated hours per response (1) × total number of responses (1)).

*Total Annual "Non-Hour Burden" Cost* (such as start-up and mailing costs): There are no non-hourly burden costs for this collection.

*Needs and Uses:* Title XI of the FAST Act, entitled "Passenger Rail Reform and Investment Act of 2015," gives the Board jurisdiction to resolve cost allocation and access disputes between the National Railroad Passenger Corporation (Amtrak), the states, and potential non-Amtrak operators of intercity passenger rail service. The FAST Act directs the Board to establish procedures for the resolution of these disputes, "which may include the provision of professional mediation services." 49 U.S.C. 24712(c)(2), 24905(c)(4). Under 49 CFR 1109.5, the Board provides that parties to a dispute involving the State-Sponsored Route Committee or the Northeast Corridor Committee may, by a letter submitted to OPAGAC, may request the Board's informal assistance in securing outside professional mediation services. The letter shall include a concise description of the issues for which outside professional mediation services are sought. The collection by the Board of these request letters enables the Board to meet its statutory duty under the FAST Act.

The Board makes this submission because, 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. Under 44 U.S.C. 3506(c)(2)(A), federal agencies are required to provide, prior to an agency's submitting a collection to OMB for approval, a 60-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: June 10, 2026.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2026–11900 Filed 6–11–26; 8:45 am]

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## SURFACE TRANSPORTATION BOARD

[Docket No. MCF 21149]

**Reliant Transportation Group, LLC, TIP MNC Acquisition, LLC, TIP MN Investments LP, and Tiger Infrastructure Partners Fund IV AIV LP—Acquisition of Control—Southwest Coaches, Inc. and Minnesota Motor Bus, Inc.**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice tentatively approving and authorizing finance transaction.

**SUMMARY:** On May 13, 2026, Reliant Transportation Group, LLC (Reliant); TIP MNC Acquisition, LLC; TIP MN Investments LP; and Tiger Infrastructure Partners Fund IV AIV LP (collectively, Applicants) filed an application seeking authority to acquire, from Thomas L. Hey and James A. Hey (collectively, Sellers), control of two federally regulated interstate passenger motor carriers: Southwest Coaches, Inc. (Southwest Coaches), and Minnesota Motor Bus, Inc. (Minnesota Motor Bus) (collectively, Additional Carriers). The Board is tentatively approving and authorizing the proposed transaction. If no opposing comments are timely filed, this notice will be the final Board action.

**DATES:** Comments may be filed by July 27, 2026. If any comments are filed, Applicants may file a reply by August 11, 2026. If no opposing comments are filed by July 27, 2026, this notice shall be effective on July 28, 2026.

**ADDRESSES:** Comments, referring to Docket No. MCF 21149, may be filed with the Board either via e-filing on the Board's website or in writing addressed to: Surface Transportation Board, 395 E Street SW, Washington, DC 20423–0001. In addition, send one copy of comments to Applicants' representative: Edward Fishman, Hogan Lovells US LLP, Columbia Square, 555 Thirteenth Street NW, Washington, DC 20004–1109.

### FOR FURTHER INFORMATION CONTACT:

Amanda Gorski at (202) 915–8453. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245–0245.

**SUPPLEMENTARY INFORMATION:** Reliant, a Delaware limited liability company headquartered in Hastings, Minn., seeks Board authority to acquire control of the Additional Carriers by purchasing 100%

of the equity interests from Sellers. (Appl. 2–3.) According to the application, Reliant is a noncarrier company that was formed to own, operate, and manage various motor carriers of passengers and related companies. (*Id.* at 3.)<sup>1</sup> Applicants state that Reliant does not itself conduct regulated motor carrier operations and that it is owned and controlled, through a series of noncarrier holding companies, by several investment entities associated with Tiger Infrastructure Partners LP. (*Id.* at 2–3; *id.*, Ex. 2.)<sup>2</sup> The application states that at the top of the ownership chain is Tiger Infrastructure Partners Fund IV AIV LP, which owns 100% of TIP MN Investments, LP, which in turn owns 100% of TIP MNC Acquisition, LLC (collectively, Tiger Infrastructure Investment Entities). (*Id.* at 3.)<sup>3</sup> TIP MNC Acquisition, LLC owns 73.56% of MNC Holdings, LP, which owns 100% of MNC Intermediate Holdings, LLC, which owns 100% of MNC Parent, LLC, which in turn owns 100% of Reliant (collectively, Intermediate Holding Companies). (*Id.*)

According to the application, Tiger Infrastructure Partners LP is a private equity infrastructure investment firm founded in 2010 that is focused on growth equity investments across transportation, digital infrastructure, and energy transition sectors in North America and Europe. (*Id.* at 3–4.) In January 2025, the Board approved Tiger Infrastructure Investment Entities' indirect acquisition of control of seven interstate motor carriers of passengers through the Intermediate Holding

Companies.<sup>4</sup> See *TIP Minn. Coaches*, MCF 21127, slip op. at 1; (Appl. 4).<sup>5</sup>

Pursuant to that transaction, Reliant is the owner of these seven federally regulated interstate motor carriers of passengers (collectively, Affiliated Carriers).<sup>6</sup> The Affiliated Carriers collectively provide a combination of school transportation services and motorcoach charter services throughout Minnesota and certain neighboring states. (Appl. 4, 15.) The Affiliated Carriers are:

- Marshall Line, LLC (Marshall Line), which operates solely as a provider of school bus transportation services, both under its legal name as well as the assumed name Mid-County Bus Company. Its services consist of regular route, general, and special education transportation for school districts, as well as school bus charter services supporting extracurricular activities and special events. While Marshall Line occasionally conducts charter trips that cross state lines into Wisconsin or other neighboring states, these interstate movements are incidental and limited when compared to the company's predominantly intrastate operations within Minnesota. Marshall does not engage in motorcoach operations, (*id.* at 5);

- Reliant Motorcoaches, LLC (Reliant Motorcoaches) (operating in its name and through the assumed names Hasting Bus Company, Big River Bus, and Big River Tours), which provides school bus transportation services and motorcoach services on a charter and contract basis. Reliant Motorcoaches conducts general and special education transportation for school districts on a regular schedule

<sup>4</sup> The application states that “the [Board] approved Tiger Infrastructure [LP]’s indirect acquisition of control of” the seven motor carriers. (Appl. 4.) Tiger Infrastructure Partners LP was not one of the applicants in *TP Minn. Coaches*, Docket No. MCF 21127, though its affiliation was referenced in the application in that docket. See Appl. 3, Dec. 9, 2024, *TP Minn. Coaches*, MCF 21127. The Board understands Applicants’ statement to refer to the fact that the seven motor carriers were brought under the indirect control of the Tiger Infrastructure Investment Entities.

<sup>5</sup> Applicants state that Reliant was formerly named MNC Transportation, LLC and in the *TP Minn. Coaches* docket was “referred to as Minnesota Borrower, LLC.” (Appl. 4); see also *TP Minn. Coaches*, MCF 21127, slip op. at 3–5 (referring to Reliant as “MNC Borrower, LLC”). According to Applicants, these changes were the result of a corporate reorganization after closing of the transactions approved in *TP Minn. Coaches*. (*Id.*)

<sup>6</sup> According to the application, as part of the post-closing reorganization, the acquired motor carriers were converted from corporations to limited liability companies. (Appl. 4–5 n.1.) Additionally, Minnesota Coaches, Inc., was renamed Reliant Motorcoaches, LLC, and Voyageur Bus Company, Inc., was renamed Reliant Student Transport, LLC, but there were no other changes in ownership or control. (*Id.*)

<sup>1</sup> Applicants filed a supplement containing a missing verification from the Sellers on June 3, 2026.

<sup>2</sup> The application includes a chart showing Applicants’ corporate structure and ownership (Corporate Structure Chart), that appears to identify Tiger Infrastructure Partners LP as “Tiger Infrastructure Associates GP LP.” (Appl., Ex 2.)

<sup>3</sup> The Corporate Structure Chart included with the application shows “Tiger Infrastructure Associates GP LP” to be above Tiger Infrastructure Partners Fund IV AIV LP (identified as “Tiger Infrastructure Partners Fund AIV” in the chart), though with the notation “[n]on-economic.” (Appl., Ex 2.) In a prior docket involving the Tiger Infrastructure corporate family, it was stated that Tiger Infrastructure Partners Fund IV AIV LP is “managed by” Tiger Infrastructure Associates GP LP. See *TIP Minn. Coaches Acquis. LLC—Acquis. of Control—Marshall Line, Inc.* (*TIP Minn. Coaches*), MCF 21127, slip op. at 2 n.1 (STB served Jan. 8, 2025).