TRANSPORTATION LEASING COMPANY).

Hugo Y. Yon,

Principal Deputy Assistant Secretary, Bureau of Economic, Energy, and Business Affairs, U.S. Department of State.

[FR Doc. 2026–14593 Filed 7–17–26; 8:45 am]

BILLING CODE 4710–07–P

DEPARTMENT OF STATE

[Public Notice: 13073]

United States Passports Invalid for Travel to, in, or Through the Democratic People's Republic of Korea (DPRK)

AGENCY: Department of State.

ACTION: Notice of extension of passport travel restriction.

SUMMARY: On September 1, 2017, all U.S. passports were declared invalid for travel to, in, or through the Democratic People's Republic of Korea (DPRK), unless specially validated for such travel. The restriction has been extended annually since 2017, and, if not renewed, the restriction is set to expire on August 31, 2026. This notice extends the restriction until August 31, 2027, unless extended or revoked by the Secretary of State.

DATES: The extension of the travel restriction is in effect on September 1, 2026.

FOR FURTHER INFORMATION CONTACT: Jennifer Tinianow, Bureau of Consular Affairs, Passport Services, Office of Adjudication, 202–765–6517.

SUPPLEMENTARY INFORMATION: On September 1, 2017, pursuant to the authority of 22 U.S.C. 211a and Executive Order 11295 (31 FR 10603), and in accordance with 22 CFR 51.63(a)(3), all U.S. passports were declared invalid for travel to, in, or through the DPRK unless specially validated for such travel. The restriction was renewed on September 1 in each year from 2018 through 2025. If not renewed again, the restriction is set to expire on August 31, 2026.

The Department of State has determined there continues to be serious risk to U.S. citizens and nationals of arrest and long-term detention constituting imminent danger to their physical safety, as defined in 22 CFR 51.63(a)(3). Accordingly, all U.S. passports shall remain invalid for travel to, in, or through the DPRK unless specially validated for such travel under the authority of the Secretary of State. This extension to the restriction of travel to the DPRK shall be effective on September 1, 2026, and shall expire August 31, 2027, unless extended or revoked by the Secretary of State.

Dated: July 2, 2026.

Marco Rubio,

Secretary of State, U.S. Department of State.

[FR Doc. 2026–14601 Filed 7–17–26; 8:45 am]

BILLING CODE 4710–06–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36944]

Chicago Rock Island & Pacific Railroad, LLC—Change of Operator Exemption— Railroad Line in Monterey and Santa Cruz Counties, Cal.

Chicago Rock Island & Pacific Railroad, LLC (Rock Island), has filed a verified notice of exemption under 49 CFR 1150.41 to replace St. Paul & Pacific Railroad Company, LLC (SPPR), as the common carrier operator over an approximately 2.567-mile rail line (the Line) owned by the Santa Cruz County Regional Transportation Commission (RTC), in Monterey and Santa Cruz Counties, Cal.[1] The Line extends from milepost 0.433 at Watsonville Junction, Monterey County, to a point west of Watsonville Junction at milepost 3.00 in Santa Cruz County.

Rock Island states SPPR currently holds an exclusive freight common carrier easement over the Line. According to the verified notice, Rock Island recently entered into an agreement with RTC pursuant to which RTC will arrange for the voluntary transfer of the Line from SPPR to Rock Island, giving Rock Island the right to provide common carrier service on the Line on or after the effective date of the exemption. As noted above, SPPR consents to being replaced as the operator of the Line.

Rock Island certifies that its projected annual revenues as a result of this transaction will not result in the creation of a Class II or Class I rail carrier and will not exceed $5 million. Rock Island also certifies that the proposed transaction does not involve any provision or agreement that may limit future interchange of traffic with a third-party connecting carrier. Under 49 CFR 1150.42(b), a change in operators exemption requires that notice be given to shippers. Rock Island states that it has provided a copy of the notice to all shippers on the Line.

The transaction may be consummated on or after August 7, 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 by July 31, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36944, 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 Rock Island's representative, Robert J. Riley, Chicago Rock Island & Pacific Railroad, LLC, 2747 Pass Road, Biloxi, MS 39531.

According to Rock Island, 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: July 15, 2026.

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

Tammy Lowery,

Clearance Clerk.

[FR Doc. 2026–14600 Filed 7–17–26; 8:45 am]

BILLING CODE 4915–01–P

[1] By decision served July 7, 2026, Rock Island was directed to supplement its verified notice to provide the information necessary to determine that SPPR consents to the proposed change in operators. *See Chi. Rock Island & Pac. R.R.—Change in Operator Exemption—R.R. Line in Monterey & Santa Cruz Cntys., Cal.,* FD 36944, slip op. at 1 (July 7, 2026). On July 8, 2026, SPPR filed a letter stating that it consents to being replaced as the operator of the Line. July 8, 2026, is therefore considered the filing date of the verified notice.

SURFACE TRANSPORTATION BOARD

[Docket No. AB 497 (Sub-No. 8X)]

Minnesota Northern Railroad, Inc.—Abandonment Exemption—in Norman and Polk Counties, Minn.

Minnesota Northern Railroad, Inc. (MNN), filed a verified notice of exemption under 49 CFR 1152 subpart F—*Exempt Abandonments* to abandon approximately 11.14 miles of rail line located in Norman and Polk Counties, Minn., extending from milepost 40.20 at approximately the north end of the Marsh River Bridge south of Shelly, Minn., to milepost 51.34 at approximately the north side of Golf Course Lane, north of Climax, Minn. (the Line). The Line traverses U.S. Postal Service Zip Codes 56523, 56568, and 56581.

MNN has certified that: (1) no local freight traffic has moved over the Line during the past two years; (2) any overhead traffic can be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the Line (or by a state or local government on behalf of such user) regarding cessation of service over the Line is pending with either the Surface Transportation Board (Board) or any U.S. District Court or has been decided in favor of a complainant within the two-year period prior to the filing of the notice; and (4) the requirements at 49 CFR 1105.7(b) and 1105.8(c) (notice of environmental and historic reports), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to government agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho,* 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received,[1] this exemption will be effective on August 19, 2026, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,[2] formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2), and interim trail use/railbanking requests under 49 CFR 1152.29 must be filed by July 30, 2026.[3] Petitions to reopen and requests for public use conditions under 49 CFR 1152.28 must be filed by August 10, 2026.

All pleadings, referring to Docket No. AB 497 (Sub No. 8X), 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 MNN's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 N Wacker Drive, Suite 800, Chicago, IL 60606–3208.

If the verified notice contains false or misleading information, the exemption is void ab initio.

MNN has filed a combined environmental and historic report that addresses the potential effects, if any, of the abandonment on the environment and historic resources. OEA will issue a Draft Environmental Assessment (Draft EA) by July 24, 2026. The Draft EA will be available to interested persons on the Board's website, by writing to OEA, or by calling OEA at (202) 245–0294. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245–0245. Comments on environmental or historic preservation matters must be filed within 15 days after the Draft EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/railbanking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), MNN shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the Line. If consummation has not been effected by MNN's filing of a notice of consummation by July 20, 2027, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

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

Decided: July 15, 2026.

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

Regena Smith-Bernard,

Clearance Clerk.

[FR Doc. 2026–14520 Filed 7–17–26; 8:45 am]

BILLING CODE 4915–01–P

[1] Persons interested in submitting an OFA must first file a formal expression of intent to file an offer, indicating the type of financial assistance they wish to provide (*i.e.,* subsidy or purchase) and demonstrating that they are preliminarily financially responsible. *See* 49 CFR 1152.27(c)(2)(i).

[2] The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. *See Exemption of Out-of-Serv. Rail Lines,* 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

[3] Filing fees for OFAs and trail use requests can be found at 49 CFR 1002.2(f)(25) and (27), respectively.

TENNESSEE VALLEY AUTHORITY

Generator Interconnection Programmatic Environmental Impact Statement

AGENCY: Tennessee Valley Authority.

ACTION: Notice of intent.

SUMMARY: The Tennessee Valley Authority (TVA) intends to prepare a Programmatic Environmental Impact Statement (PEIS) to evaluate the environmental effects of transmission system activities associated with generator interconnection requests across TVA's Power Service Area (PSA). The PEIS will establish a programmatic, bounded framework to support efficient, consistent, and predictable National Environmental Policy Act (NEPA) review for generator interconnection related transmission actions conducted under TVA's Large Generator Interconnection Procedures (LGIP), Small Generator Interconnection Procedures (SGIP), and Expedited Resource Addition Study (ERAS). The PEIS will also support tiered, site-specific reviews where needed.

DATES: To ensure consideration, comments must be postmarked, emailed, or submitted online no later than August 14, 2026.

ADDRESSES: Written comments should be sent to Elizabeth Smith, NEPA Specialist, Tennessee Valley Authority, 400 West Summit Hill Drive, WT 11B, Knoxville, Tennessee 37902. Comments may be submitted online at: *www.tva.gov/nepa,* or by email to *nepa@tva.gov.* Comments submitted electronically are encouraged.

FOR FURTHER INFORMATION CONTACT: Elizabeth Smith by email at *nepa@tva.gov,* by phone at (865) 632–3053, or by mail at the address above.

SUPPLEMENTARY INFORMATION: The unique identification number is PEIS–455–00–000–1781540537. This notice is provided in accordance with TVA's procedures for implementing the NEPA (18 CFR 1318). TVA is an agency and instrumentality of the United States, established by an act of Congress in 1933, to foster the social and economic welfare of the people of the Tennessee Valley region and to promote the proper use and conservation of the region's natural resources. One component of this mission is the generation, transmission, and sale of reliable and affordable electric energy.

TVA's generator interconnection processes have experienced a substantial increase in volume as electricity demand accelerates due to population growth and industrial development. TVA's new NEPA regulations, adopted January 21, 2026 (18 CFR 1318.502), encourage the use of programmatic environmental documents for geographically broad or procedurally consistent actions. The proposed PEIS would provide bounding environmental criteria, standardized screening tools such as an Environmental Screening Checklist (ESC), and siting guidance to streamline environmental reviews associated with interconnection-driven transmission activities.

The PEIS will support timely decision-making related to new