

Office of the Legal Adviser, U.S. Department of State (telephone: 202–632–6471; email: section2459@state.gov). The mailing address is U.S. Department of State, L/DP, 2200 C Street NW (SA–5), Suite 5H03, Washington, DC 20522–0505.

SUPPLEMENTARY INFORMATION: The foregoing determinations were made pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, Delegation of Authority No. 236–3 of August 28, 2000, and Delegation of Authority No. 523 of December 22, 2021.

Sherry C. Keneson-Hall,

Principal Deputy Assistant Secretary for Educational and Cultural Affairs, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. 2026–20214 Filed 10–1–26; 8:45 am]

BILLING CODE 4710–05–P

SURFACE TRANSPORTATION BOARD

[Docket No. AB 33 (Sub–No. 353X)]

Union Pacific Railroad Company— Discontinuance of Service Exemption—in San Bernardino County, Cal.

Union Pacific Railroad Company (UP) has filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* to discontinue UP's freight operating rights over a portion of the Rialto Line of the Baldwin Park Branch extending from milepost 535.5 to milepost 537.74 and from milepost 537.78 to milepost 538.3, a total distance of approximately 2.76 miles in Rialto, San Bernardino County, Cal (the Line). The Line traverses United States Postal Service Zip Code 92376.

UP has certified that: (1) no local or overhead traffic has moved over the Line for at least two years; (2) there is no need to reroute any traffic over other lines; (3) no formal complaint filed by a user of rail service on the Line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line is pending either with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (4) the requirements at 49 CFR 1105.12 (newspaper publication) and 49 CFR

1152.50(d)(1) (notice to governmental 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) ¹ has been received, this exemption will be effective on November 1, 2026, unless stayed pending reconsideration.² Petitions to stay that do not involve environmental issues and formal expressions of intent to file an OFA to subsidize continued rail service under 49 CFR 1152.27(c)(2), must be filed by October 9, 2026.³ Petitions for reconsideration must be filed by October 22, 2026.⁴

All pleadings, referring to Docket No. AB 33 (Sub–No. 353X), 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 UP's representative: Christine A. Neuharth, Union Pacific Railroad Company, 1400 Douglas Street, MS 1580, Omaha, NE 68179.

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

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

Decided: September 29, 2026.

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

Aretha Laws-Byrum,
Clearance Clerk.

[FR Doc. 2026–20206 Filed 10–1–26; 8:45 am]

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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 UP states that it intends to consummate the discontinuance of the Line on or after November 3, 2026.

³ The filing fees for OFAs can be found at 49 CFR 1002.2(f)(25).

⁴ Because this is a discontinuance proceeding and not an abandonment, interim trail use/rail banking and public use conditions are not appropriate. UP states that because it is merely discontinuing service covered by reserved freight operating rights, environmental review is not applicable.

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36957]

Macquarie Infrastructure Partners V GP, LLC, et al.—Control Exemption— Kankakee, Beaverville and Southern Railroad Company

Macquarie Infrastructure Partners V GP, LLC (MIP GP), a noncarrier, filed for the benefit of the MIP Infrastructure Partners V fund vehicle (MIP V), MIP V Rail, LP (MIP Rail), Pinsly Holdco, LLC, and Pinsly Railroad Company, LLC (Pinsly),¹ a verified notice of exemption under 49 CFR 1180.2(d)(2) to acquire control of Kankakee, Beaverville and Southern Railroad Company (KBSR),² a Class III common carrier freight railroad. KBSR is currently controlled by Vicki L. Stroo Living Trust, Vicki L. Stroo, Tyler A. Stroo, and Neil A. Stroo (collectively, the Stroo Family).

The verified notice states that, pursuant to a Purchase Agreement dated September 16, 2026,³ Pinsly has agreed to acquire 100% of the equity interests of KBSR from the Stroo Family. Currently, Pinsly directly controls, and MIP GP, MIP V, and MIP Rail indirectly control, nine rail carriers: Grenada Railroad, LLC; Florida Gulf & Atlantic Railroad, LLC; Camp Chase Rail, LLC; Chesapeake and Indiana Railroad, LLC; Vermilion Valley Railroad Company LLC; Pioneer Valley Railroad Company, LLC; Hondo Railway LLC; North Florida Industrial Railroad, LLC; and Georgiana & Andalusia Railroad, LLC.

MIP GP states that: (1) KBSR does not connect with any of the railroads that would be in the same corporate family following the transaction; (2) the proposed transaction is not part of a series of anticipated transactions that would connect KBSR with any railroad in its corporate family; and (3) the transaction does not involve a Class I rail carrier. Therefore, the proposed transaction is exempt from the prior

¹ The verified notice states that Pinsly is wholly owned by Pinsly Holdco, LLC, which is wholly owned by MIP Rail, which in turn is wholly owned (indirectly) by MIP V. MIP V is controlled by MIP GP.

² KBSR operates approximately 159.7 miles of track in Illinois and Indiana comprised of: (1) the Lafayette Subdivision consisting of 74.6± miles between Kankakee, Ill., and Lafayette, Ind.; (2) the Danville Subdivision consisting of 57.4± miles between Hooper and Danville, Ill.; (3) the Boswell Subdivision consisting of 20.7± miles between Cheneyville, Ill. and Templeton, Ind.; and (4) a 7.0± mile spur between Sheff and Free, Ind. KBSR also operates as a contract carrier over approximately 9.5 miles owned by the Bee Line Railroad Company between Handy and Stewart, Ind.

³ Public and confidential versions of the Purchase Agreement were filed with the verified notice. The confidential version was submitted under seal concurrently with a motion for protective order, which is addressed in a separate decision.

approval requirements of 49 U.S.C. 11323. *See* 49 CFR 1180.2(d)(2).

The earliest this transaction may be consummated is October 17, 2026, the effective date of the exemption (30 days after the verified notice was filed).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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 to stay must be filed no later than October 9, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36957, should 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 MIP GP's representative, Terence M. Hynes, Sidley Austin LLP, 1501 K Street NW, Washington, DC 20005.

According to MIP GP, 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:

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

Regena Smith-Bernard,
Clearance Clerk.

[FR Doc. 2026-20205 Filed 10-1-26; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. FD 36946]

Alameda Belt Line—Operation Exemption—Board of Harbor Commissioners of the Port of Los Angeles, Board of Harbor Commissioners (Long Beach), Alameda Corridor Transportation Authority, and Union Pacific Railroad Company

Alameda Belt Line (ABL), a Class III railroad, has filed a verified notice of exemption pursuant to 49 CFR 1150.41 to assume common carrier operations over various tracks and terminal facilities in the Los Angeles Basin area (the Lines).¹ The Lines are owned in part by the City of Los Angeles (LA), a municipal corporation, acting through its Board of Harbor Commissioners; in part by the City of Long Beach (LB), a municipal corporation, acting through its Board of Harbor Commissioners; and in part by UP. The Lines are within and proximate to the terminal facilities of POLA and POLB and are composed of: (1) track owned by LA, within and proximate to POLA; (2) track owned or leased by LB, within and adjacent to POLB; (3) track jointly owned by POLA and POLB constituting the south end of the Alameda Corridor between milepost 16.1 at CP West Thenard, Cal., and milepost 18.2 at CP Badger Bridge, Cal., including a connecting segment extending between milepost 16.8 at CP Long Beach Junction, Cal., and milepost 17.7 at CP Gaspur, Cal.;² (4) the portion of the Alameda Corridor extending from milepost 0.0 at CP East Redondo, Cal., to milepost 16.1 at CP West Thenard, a triple-tracked main line corridor owned jointly by POLA and POLB;³ and (5) the UP-owned Northerly Drill Track, also known as the Patata Industrial Lead, extending from milepost 15.9 at CP Firestone Park, Cal., to milepost 21.7 at CP Compton, Cal.; and the UP owned Southerly Drill Track, also known as the Carson Industrial Lead, extending from

¹ ABL states that it is a privately-held railroad company granted common carrier dispatching authority pursuant to *Alameda Belt Line—Operation Exemption—Board of Harbor Commissioners of the Port of Los Angeles*, FD 36787 (STB served July 22, 2024). ABL further states that it provides dispatching over the trackage known as the Alameda Corridor, which functions as a conduit for BNSF Railway Company and Union Pacific Railroad Company (UP) traffic flowing to and from the Port of Los Angeles (POLA) and the Port of Long Beach (POLB).

² ABL states that it will acquire non-exclusive rights over this track.

³ ABL states that it will acquire non-exclusive rights over this track. According to the verified notice, asset administration for the Alameda Corridor has been delegated to the Alameda Corridor Transportation Authority (ACTA).

milepost 12.8 at CP Tyler, Cal., to milepost 16.1 at CP West Thenard.

According to the verified notice, Pacific Harbor Line, Inc. (PHL), currently operates the Lines, providing terminal service to POLA and POLB. ABL states that it is currently negotiating separate agreements with LA, LB, ACTA, UP, and, as needed, jointly with POLA and POLB.

According to the verified notice, ABL anticipates that all agreements essential to the transaction will be finalized in October 2026. ABL further states that pursuant to those agreements, it will replace PHL as the provider of terminal switching service to POLA and POLB. The verified notice does not indicate that PHL has consented to the discontinuance of its operating authority. PHL therefore will retain all existing common carrier authority to operate over the Lines. However, PHL may seek Board authority to discontinue operations over the Lines, or a third party may request that the Board authorize an “adverse” discontinuance of PHL’s operating authority.

The verified notice states that none of the agreements governing the transaction involves any provision barring or limiting ABL’s future interchange with any third-party connecting carrier. ABL further certifies its status as a terminal switching carrier will qualify ABL to be a Class III railroad pursuant to 49 CFR part 1201, General Instruction 1–1(d). Pursuant to 49 CFR 1150.42(e), if a carrier’s projected annual revenues will exceed \$5 million, it must, at least 60 days before the exemption is to become effective, post a notice of its intent to undertake the proposed transaction at the workplace of the employees on the affected lines, serve a copy of the notice on the national offices of the labor unions with employees on the affected lines, and certify to the Board that it has done so. On July 13, 2026, ABL certified that it posted the required 60-day notice at the workplaces of current PHL employees who work on the Lines and served a copy of the notice on the national offices of the labor union with employees on the Lines.

The earliest this transaction may be consummated is October 16, 2026, the effective date of the exemption. 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 October 9, 2026.