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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]

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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.

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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.