

**SMALL BUSINESS ADMINISTRATION**

[Disaster Declaration # 16788 and # 16789; California Disaster Number CA-00331]

**Presidential Declaration of a Major Disaster for Public Assistance Only for the State of California**

**AGENCY:** U.S. Small Business Administration.

**ACTION:** Notice.

**SUMMARY:** This is a Notice of the Presidential declaration of a major disaster for Public Assistance Only for the State of California (FEMA-4569-DR), dated 11/25/2020.

*Incident:* Wildfires.

*Incident Period:* 09/04/2020 through 11/17/2020.

**DATES:** Issued on 11/25/2020.

*Physical Loan Application Deadline Date:* 01/25/2021.

*Economic Injury (EIDL) Loan Application Deadline Date:* 08/25/2021.

**ADDRESSES:** Submit completed loan applications to: U.S. Small Business Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

**FOR FURTHER INFORMATION CONTACT:**

A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205-6734.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that as a result of the President's major disaster declaration on 11/25/2020, Private Non-Profit organizations that provide essential services of a governmental nature may file disaster loan applications at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

*Primary Counties:*

Del Norte, Fresno, Madera, Mendocino, Napa, Shasta, Siskiyou, Sonoma.

The Interest Rates are:

<i>For Physical Damage:</i>	
Non-Profit Organizations With Credit Available Elsewhere ...	2.750
Non-Profit Organizations Without Credit Available Elsewhere .....	2.750
<i>For Economic Injury:</i>	
Non-Profit Organizations Without Credit Available Elsewhere .....	2.750

The number assigned to this disaster for physical damage is 167885 and for economic injury is 167890.

(Catalog of Federal Domestic Assistance Number 59008)

**Cynthia Pitts,**

*Acting Associate Administrator for Disaster Assistance.*

[FR Doc. 2020-26665 Filed 12-3-20; 8:45 am]

**BILLING CODE 8026-03-P**

**STATE JUSTICE INSTITUTE**

**Board of Directors Meeting, Notice**

**AGENCY:** State Justice Institute.

**ACTION:** Notice of meeting.

**SUMMARY:** The SJI Board of Directors will be meeting on Monday, December 7, 2020 at 3:00 p.m. ET. The purpose of this meeting is to consider grant applications for the 1st quarter of FY 2021, and other business.

**FOR FURTHER INFORMATION CONTACT:**

Jonathan Mattiello, Executive Director, State Justice Institute, 11951 Freedom Drive, Suite 1020, Reston, VA 20190, (571) 313-8843, *contact@sjj.gov*.

**Authority:** Section 204(j) of the SJI Authorization Act (42 U.S.C. 10703 *et seq.*), 5 U.S.C. Section 552b.

**Jonathan D. Mattiello,**

*Executive Director.*

[FR Doc. 2020-26635 Filed 12-3-20; 8:45 am]

**BILLING CODE P**

**SURFACE TRANSPORTATION BOARD**

[Docket No. FD 36328]

**Ken Tenn Regional Rail Partners, Inc.—Construction & Operation Exemption—In Fulton County, Ky. and Obion County, Tenn.**

On September 2, 2020, Ken Tenn Regional Rail Partners, Inc. (KTRRP), a noncarrier, filed a petition for exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10901 for authorization to construct and operate approximately 12.17 miles of rail line (Line) between milepost TennKen 51.69 at the Hickman-Fulton County River Port (Port) in Fulton County, Ky., and milepost UCT 450 near Union City, in Obion County, Tenn.

KTRRP asks that the Board issue a preliminary decision addressing the transportation merits of the construction project while the environmental review is ongoing. As discussed below, the Board concludes that such an approach is appropriate here and preliminarily concludes, subject to completion of the ongoing environmental review, that the proposed construction meets the

statutory standards for exemption under section 10502. This decision only addresses the transportation merits, however, and does not grant the exemption or allow construction to begin. After the Board has considered the potential environmental impacts associated with this proposal, it will issue a final decision either granting the exemption, with conditions if appropriate, or denying it.

**Background**

KTRRP states that it is a non-profit corporation created to construct and operate the Line by the Fulton County Industrial Development Authority of Kentucky, which provides assistance with economic development in Fulton County, and the Industrial Development Board of the City of Union City, which is an economic development agency and sub-entity of Union City. (Pet. 3.)<sup>1</sup>

The petition states that the Port is a public entity that provides bulk and break-bulk cargo transfer operations for a variety of commodities and transloading transfer service, storage, and rail service. (*Id.* at 3-4.) Rail service at the Port is provided by the TennKen Railroad Company (TennKen), which connects with Canadian National Railway Company (CN) at Dyersburg, Tenn. (*Id.* at 4.)

As noted above, the proposed Line would begin at the Port at milepost TennKen 51.69, near the Mississippi River, and extend to milepost UCT 450 in Obion County. (*Id.* at 2.) According to KTRRP, two separate segments of the Line, totaling 3.47 miles, would be built over existing rights-of-way that are not currently in use: One would run from Union City to the north, on the west side of Tennessee Highway 21 to the Tennessee/Kentucky state line and then along the west side of Kentucky State Route 239 to Kentucky State Route 166; the other would parallel the east side of Kentucky Highway 125 just north of Kentucky Highway 166 for approximately 0.75 miles. The remainder of the Line would be newly constructed right-of-way running east to west until connecting to TennKen in Fulton County, Ky. (*Id.* at 6, Ex. B, Joint V.S. Billingsley & Curlin 3.) KTRRP notes that the proposed Line ultimately would join TennKen with the Union City Terminal Railroad to create a 46.1-mile loop connecting with CN at both Dyersburg and Rives, Tenn. (Pet., Ex. B, Joint V.S. Billingsley & Curlin 4.)

KTRRP states that the proposed Line is located in an area that is a “lightly

<sup>1</sup> KTRRP states that it intends to contract with a Class III rail carrier to operate over the proposed Line. (Pet. 5.)