

Purchase Agreement (EAPA),<sup>4</sup> Cando will acquire from Savage all of the issued and outstanding equity interests in SBG and STR, and certain other entities owned directly or indirectly by Savage. Currently, Cando and AIMCo control one rail carrier, Cando Rail & Terminals Inc. (Cando RT), which holds authority to operate as a rail carrier in Arkansas.<sup>5</sup> Pursuant to the EAPA, Cando would assume direct control, and AIMCo would assume indirect control, of SBG and STR.

Cando states that: (1) the rail lines of SBG and STR do not connect with each other or with the trackage over which Cando RT has operating rights; (2) the proposed transaction is not part of a series of anticipated transactions that would result in such a connection; and (3) the transaction does not involve a Class I rail carrier. Therefore, the proposed transaction is exempt from the prior approval requirements of 49 U.S.C. 11232. See 49 CFR 1180.2(d)(2).

The earliest this transaction may be consummated is April 10, 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 for stay must be filed by April 3, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36914, 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

<sup>4</sup> A highly confidential, unredacted version of the EAPA was submitted under seal concurrently with a motion for protective order. In its motion Cando and AIMCo request a waiver of the requirement to submit a redacted, public version of the EAPA with the verified notice. The motion for protective order and request for waiver will be addressed in a separate decision.

<sup>5</sup> See Cando Rail Servs.—Operation Exemption—Georgia-Pacific Consumer Operations, LLC, FD 36313 (STB served Aug. 2, 2019).

addition, a copy of each pleading must be served on Cando and AIMCo's representative, Thomas J. Litwiler, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606-3208.

According to Cando and AIMCo 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](http://www.stb.gov).

Decided: March 24, 2026.

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

**Brendetta Jones,**

*Clearance Clerk.*

[FR Doc. 2026-05933 Filed 3-26-26; 8:45 am]

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## **SURFACE TRANSPORTATION BOARD**

**[Docket No. AB 1349 (Sub-No. 1X)]**

### **Buckingham Branch Railroad Company—Discontinuance Exemption—in the City of Virginia Beach and the City of Norfolk, Va.**

On March 9, 2026, Buckingham Branch Railroad Company (Buckingham Branch), a Class III rail carrier, filed a petition under 49 U.S.C. 10502 for exemption from the prior approval requirements of 49 U.S.C. 10903 to discontinue service over approximately 4.2 miles of rail line in the City of Virginia Beach and the City of Norfolk, Va. (the Line). The Line extends between milepost SN 6.7 at Diamond Springs (Virginia Beach), Va., to milepost SN 2.5 at Coleman Place (Norfolk), Va. Two stations exist on the Line: Coleman Place (milepost SN 2.4) and Diamond Springs (milepost SN 5.2). The Line traverses U.S. Postal Service Zip Codes 23455 and 23502.

According to Buckingham Branch, the Line is owned by Norfolk Southern Railway Company (NSR), and it has operated the Line under a lease with NSR since 2018.<sup>1</sup> (Pet. 1–2.) Buckingham Branch states that the Line is stub-ended but handles overhead traffic originating or terminating on a connecting line segment (CAC Line), which Buckingham Branch leases from the Canonic Atlantic Co. (CAC). (*Id.* at 2.) Buckingham Branch further states that the Line's local traffic derives from a single shipper, Gordon Paper. (*Id.*)

According to Buckingham Branch, it operates the Line as part of its Norfolk

Division, together with the CAC Line, and the vast majority of Norfolk Division traffic derives from shippers on the CAC Line. (*Id.* at 2–3.) According to Buckingham Branch, the U.S. Navy (Navy) desires to acquire a portion of the CAC Line and related yard property (Parcel 4B) for national security purposes and to extend the Navy's control of the waterfront.<sup>2</sup> (Pet. 3.) Buckingham Branch contends that once the abandonment and discontinuance authority sought in Docket No. AB 1266 (Sub-No. 2X) et al. is authorized and Parcel 4B is sold to the Navy, its continued operation of the Line will not be operationally or economically feasible. (*Id.* at 3–4.)

Buckingham Branch states that, based on the information in its possession, it does not believe that the Line contains federally granted rights-of-way. (*Id.* at 2.) Buckingham Branch further states that any documentation in its possession related to federally granted rights-of-way will be made available to those requesting it. (*Id.*)

As a condition to this exemption, any employee adversely affected by the discontinuance in service will be protected by the conditions set forth in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued no later than June 26, 2026.<sup>3</sup>

Because this is a discontinuance proceeding and not an abandonment, interim trail use/railbanking and public use conditions are not appropriate. Because there will be an environmental review during any subsequent abandonment, this discontinuance does not require an environmental review. See 49 CFR 1105.6(c)(5), 1105.8(b).

Any offer of financial assistance (OFA) for subsidy under 49 CFR 1152.27(b)(2) will be due no later than 120 days after the filing of the petition for exemption, or 10 days after service of a decision granting the petition for

<sup>2</sup> Concurrent with the petition in this proceeding, CAC and Buckingham Branch filed a joint petition, in Docket No. AB 1266 (Sub-No. 2X) et al., for CAC to abandon and for Buckingham Branch to discontinue service over the CAC Line.

<sup>3</sup> Buckingham Branch states that it will consummate the discontinuance of service on the Line and on the CAC Line simultaneously. (Pet. 10.) In light of the Navy's "expressed urgency to acquire Parcel 4B," and CAC and Buckingham Branch's request for expedited consideration of the joint petition in Docket No. AB 1266 (Sub-No. 2X) et al., Buckingham Branch requests prompt consideration of its petition. (*Id.*)

<sup>1</sup> See *Buckingham Branch R.R.—Change in Operators Exemption—Cassatt Mgmt., LLC*, FD 36202 (STB served July 18, 2018).

exemption, whichever occurs sooner.<sup>4</sup> Persons interested in submitting an OFA must first file a formal expression of intent to file an offer by April 6, 2026, indicating the intent to file an OFA for subsidy and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(1)(i).

All pleadings, referring to Docket No. AB 1349 (Sub-No. 1X), 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 Buckingham Branch's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 N Wacker Drive, Suite 800, Chicago, IL 60606. Replies to the petition are due on or before April 16, 2026.

Persons seeking further information concerning discontinuance procedures may contact the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238 or refer to the full abandonment and discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis at (202) 245-0294. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245.

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

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

Decided: March 24, 2026.

**Regena Smith-Bernard,**  
*Clearance Clerk.*

[FR Doc. 2026-05941 Filed 3-26-26; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2026-3367]

#### Agency Information Collection

**Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Application for Employment With the Federal Aviation Administration; Correction**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice; correction.

**SUMMARY:** The FAA published a document in the **Federal Register** of March 23, 2026, concerning "Collection

Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Application for Employment with the Federal Aviation Administration". This document did not contain a docket number.

**FOR FURTHER INFORMATION CONTACT:** Erik Chuba, 814-244-7461.

#### SUPPLEMENTARY INFORMATION:

##### Correction

In the **Federal Register** of March 23, 2026, in FR Doc. 2026-05656, on page 13927, column 3, the third line of the document heading, correct the docket number "[Docket No. XXXX-XXXX]" to read "[Docket No. FAA-2026-3367]".

Dated: March 23, 2026.

**Erik L. Chuba,**

*PMP, IT Project Manager/AVIATOR System Owner and PM, FAA Office of Information and Technology (AIT), Mission Partnership Service (APS), APS-120, Partnerships and Project Management, Branch B.*

[FR Doc. 2026-05956 Filed 3-26-26; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Docket No. DOT-OST-2026-1222]

#### Agency Information Collection

**Activities: DOT Technical Assistance PRA**

**AGENCY:** Office of the Secretary (OST), Department of Transportation (DOT).

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

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Office of the Secretary (OST) to request the Office of Management and Budget's (OMB) approval to renew a currently approved information collection titled "DOT Technical Assistance PRA", with OMB control number 2105-0584.

**DATES:** Comments must be submitted on or before May 29, 2026.

**ADDRESSES:** You may send comments within 60 days of publication of this notice to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW, Washington, DC 20503, Attention DOT Desk Officer. All comments received are part of the public record. Comments will generally be posted without change. All comments should include the Docket number DOT-OST-2022-0120.

**FOR FURTHER INFORMATION CONTACT:**

Please email [victor.austin@dot.gov](mailto:victor.austin@dot.gov) or contact Victor Austin at (771) 216-1242.

Office hours are from 8 a.m. to 5 p.m. ET, Monday through Friday, except for Federal holidays.

#### SUPPLEMENTARY INFORMATION:

*Title:* DOT Technical Assistance PRA.

*OMB Control Number:* 2105-0584.

*Type of Request:* Renewal of information collection.

*Background:* The Infrastructure Investment and Jobs Act (IIJA, Public Law 117-58) created several programs at the U.S. Department of Transportation (DOT) that allow local governments, non-profit organizations, tribal governments, and other political subdivisions of state or local governments to apply directly for DOT discretionary grant funding.

For the Asset Concession and Innovative Finance Assistance Program (also known as the Innovative Finance and Asset Concession Program), project sponsors will make an application in response to a Notice of Funding Opportunity (NOFO). Successful applicants will receive reimbursable grants to hire staff or procure technical assistance to develop projects. Preparation of each NOFO response is estimated to require 30 hours of staff time. Successful applicants must also prepare progress reports as a condition of funding. Progress reporting is estimated to require four hours per year. Each grant has a three-year period of performance.

For the Rural and Tribal Assistance Pilot Program, project sponsors will make an application in response to a NOFO. The application process is streamlined for this program and is estimated to require 19 hours to complete. Successful applicants must also prepare progress reports as a condition of funding. Progress reporting is estimated to require four hours per year. Each grant has a three-year or two-year period of performance.

#### Asset Concession and Innovative Finance Grant Program

*Estimated Number of Respondents to NOFO:* 100.

*Estimated Burden Hours per NOFO Respondent:* 30.

*Estimated Total Annual Burden Hours for NOFO respondents:* 3,000.

*Estimated Successful Applicants:* 50.

*Estimated Hours for Progress*

*Reporting, per Award per Year:* 4.

*Estimated Annual Burden Hours for Progress Reporting:* 200.

*Estimated Total Annual Cost:*

\$409,600.

#### Rural and Tribal Assistance Grants

*Estimated Number of Respondents to NOFO:* 700.

*Estimated Burden Hours per NOFO Respondent:* 19.

<sup>4</sup> The filing fee for OFAs can be found at 49 CFR 1002.2(f)(25).