savings derived from economies of scale. (*Id.* at 11.) TBL Group further states that the addition of Escot's operations to TBL Group's organization will enhance the viability of TBL Group and the Affiliated Carriers. (*Id.*) TBL Group therefore asserts that the proposed transaction will help ensure the ongoing availability of adequate passenger transportation service to the public. (*Id.*)

TBL Group states that the proposed transaction will increase fixed charges in the form of interest expense, explaining that funds will be borrowed to finance the transaction. (*Id.* at 11–12.) However, TBL Group states that the increase in fixed charges will not affect the provision of transportation to the public. (*Id.* at 12.) Additionally, TBL Group asserts that the transaction is not expected to have substantial negative impacts on employees or labor conditions because TBL Group intends to continue Escot's current operations. (*Id.*) Although TBL Group acknowledges that staffing redundancies may result in limited downsizing of back office or managerial level personnel, the application states that, under either acquisition scenario, substantially all of Escot's current employees will be offered employment without any negative changes to compensation levels or benefits. (*Id.*)

TBL Group states that there is strong demand for passenger surface transportation in Escot's service area, with many service options available to passengers. (*Id.* at 13–14.) According to the application, Escot competes directly with many other charter bus service providers in the area, and with an increasing number of charter bus brokerage companies. (*Id.* at 14.) The application further states that passenger motor carriers in the areas near Orlando and Miami, including Escot, are in direct competition for certain destinations served by Brightline (a scheduled high-speed intercity rail service between Orlando and Miami), and a number of airlines. (*Id.*) In addition, according to TBL Group, Escot also competes with scheduled passenger shuttle services in certain areas and the passenger transportation network providers (*e.g.,* Uber and Lyft). (*Id.*)

TBL Group asserts that, with the exception of Echo East, Escot's service area is geographically dispersed from the service areas of the Affiliated Carriers, with no overlap in customer bases. (*Id.* at 15.) According to the application, Echo East serves the area around Jacksonville and has a much smaller service footprint than Escot. (*Id.*) In addition, TBL Group states that Echo East generates most of its revenue from contract shuttle services for commercial, hotel, and resort customers utilizing smaller vehicles and shorter moves, while Escot generates the majority of its revenue from scheduled intercity passenger services in Florida, Georgia, North Carolina, and South Carolina in conjunction with the FlixBus mobility platform, and traditional motor coach charter services for commercial customers generally utilizing larger motor coaches and involving longer trips. (*Id.*) TBL Group claims that the overlap in customer base between Echo East and Escot is less than five percent. (*Id.*)

Based on TBL Group's representations, the Board finds that the transaction proposed in the application is consistent with the public interest. The application will be tentatively approved and authorized. If any opposing comments are timely filed, these findings will be deemed vacated, and, unless a final decision can be made on the record as developed, a procedural schedule will be adopted to reconsider the application. *See* 49 CFR 1182.6. If no opposing comments are filed by the expiration of the comment period, this notice will take effect automatically and will be the final Board action in this proceeding.

This action is categorically excluded from environmental review under 49 CFR 1105.6(c).

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

It is ordered:

1. The proposed transaction is approved and authorized, subject to the filing of opposing comments.

2. If opposing comments are timely filed, the findings made in this notice will be deemed vacated.

3. This notice will be effective on July 28, 2026, unless opposing comments are filed by July 27, 2026. If any comments are filed, TBL Group may file a reply by August 25, 2026.

4. A copy of this notice will be served on: (1) the U.S. Department of Transportation, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; (2) the U.S. Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue NW, Washington, DC 20530; and (3) the U.S. Department of Transportation, Office of the General Counsel, 1200 New Jersey Avenue SE, Washington, DC 20590.

5. This notice will be published in the **Federal Register**.

Decided: June 22, 2026.

By the Board, Board Members Fuchs, Hedlund, Kloster, and Schultz.

Zantori Dickerson,

Clearance Clerk.

[FR Doc. 2026–12859 Filed 6–25–26; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. AB 400 (Sub-No. 8X)]

Seminole Gulf Railway, L.P.—Abandonment Exemption—in Lee and Collier Counties, Fla.

Seminole Gulf Railway, L.P. (SGLR) has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon a line of railroad from the northern right-of-way boundary of Estero Parkway at approximately SGLR Milepost AX 979.39 in the Village of Estero, Lee County, Fla., south through the remainder of Estero, and through the City of Bonita Springs, Lee and Collier Counties, Fla., to the corridor's terminus at the conceptual northern right-of-way extension of Wiggins Pass Road, at approximately SGLR Milepost AX 990.80 (the Line). There are three freight stations on the Line. The Line traverses U.S. Postal Service Zip Codes 33928, 34134, 34135, and 34110.

SGLR has certified that: (1) no local traffic has moved over the Line since 2008; (2) there is no overhead traffic because the Line is not a through line; (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 July 26, 2026, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues must be filed by July 6, 2026.[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 6, 2026.[3] Petitions to reopen and requests for public use conditions under 49 CFR 1152.28 must be filed by July 16, 2026.

All pleadings, referring to Docket No. AB 400 (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 SGLR's representative, Eric M. Hocky, Clark Hill, PLC, Two Commerce Square, 2001 Market St., Suite 2620, Philadelphia, PA 19103.

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

SGLR 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 2, 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), SGLR 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 SGLR's filing of a notice of consummation by June 26, 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: June 23, 2026.

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

Brendetta Jones,

Clearance Clerk.

[FR Doc. 2026–12858 Filed 6–25–26; 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

Meeting of the Regional Energy Resource Council

AGENCY: Tennessee Valley Authority (TVA).

ACTION: Notice of meeting.

SUMMARY: The TVA Regional Energy Resource Council (RERC) will hold a meeting on July 14, 2026, to receive an update and provide advice on TVA's 2026 Integrated Resource Plan (IRP). The IRP provides strategic direction on how TVA will continue to provide low-cost, reliable, and resilient electricity to the 10 million residents of the Valley region.

DATES: The meeting will be held in Chattanooga, Tennessee, at the Caption by Hyatt on Tuesday, July 14, 2026, from 8:30 a.m. to 4:00 p.m. ET. RERC members are invited to attend the meeting in person. The public is invited to view the meeting virtually or attend in person. A one-hour public listening session for the public to present comments virtually or in person will be held July 14, 2026, at 1:30 p.m. ET. A link and instructions to view the meeting will be posted on TVA's RERC website at *www.tva.com/rerc* prior to the meeting.

ADDRESSES: The meeting will take place at the Caption by Hyatt at 105 W. Main St, Chattanooga, TN 37408. The meeting will also be available virtually to the public. Instructions to view the meeting will be posted at *www.tva.com/rerc* prior to the meeting. Persons who wish to speak virtually during the public listening session must pre-register by 4:00 p.m. ET Thursday, July 9, 2026, by emailing *bhaliti@tva.gov.* Persons wishing to speak in person are requested to register either at the door between 8:00 a.m. and 8:30 a.m. ET on Tuesday, July 14, 2026, or in advance by emailing *bhaliti@tva.gov.* Persons who are registered to provide comments will be called on during the public listening session to share their views for up to five minutes, depending on number of registrants. Written comments are also invited and may be emailed to *bhailti@tva.gov.* Anyone needing special accommodations should let the contact below know at least one week in advance.

FOR FURTHER INFORMATION CONTACT: Bekim Haliti, *bhaliti@tva.gov* or 931–349–1894.

SUPPLEMENTARY INFORMATION: The RERC was established to advise TVA on its energy resource activities and the priorities among competing objectives and values. Notice of this meeting is given under the Federal Advisory Committee Act (FACA), 5 U.S.C. 10.

The meeting agenda includes the following:

July 14

1. Welcome and Introductions
2. RERC and TVA Meeting Update
3. Final IRP Updates
4. Advice Question Discussion
5. Public Listening Session
6. IRP Advice Statement

Dated: June 22, 2026.

Amy Edge,

Designated Federal Officer, Tennessee Valley Authority.

[FR Doc. 2026–12978 Filed 6–25–26; 8:45 am]

BILLING CODE 8120–08–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2026–0760]

Agency Information Collection Activities: Request for Comments for a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) to approve a new information collection. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by July 27, 2026.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 0760 by any of the following methods:

Website: For access to the docket to read background documents or