

1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

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Decided: August 20, 2019.

By the Board, Allison C. Davis, Director, Office of Proceedings.

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2019-18216 Filed 8-22-19; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. FD 36330]

R. J. Corman Railroad Company/ Childersburg Line, LLC—Change in Operators, Lease and Operation Exemption With Interchange Commitment—City of Childersburg Local Redevelopment Authority, Norfolk Southern Railway Company, Central of Georgia Railroad Company, and CSX Transportation, Inc.

R. J. Corman Railroad Company/Childersburg Line, LLC (RJAL), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to permit RJAL to: (1) Change operators and assume the lease and operation of approximately 10.30 miles of rail line and related industrial track located at the former Alabama Army Ammunition Plant (the CLRA Line), which has been jointly operated by Central of Georgia Railroad Company (CoG), Norfolk Southern Railway Company (NSR), and CSX Transportation, Inc. (CSXT), pursuant to a lease from the City of Childersburg Local Redevelopment Authority (CLRA), a municipal agency of the City of Childersburg, Ala.;¹ (2) lease and operate 0.73 miles of track from CSXT (the CSXT Line) that connects to the north end of the CLRA Line; and (3) lease and operate 2.29 miles of track (the NSR Line) owned by NSR and CoG, a wholly owned subsidiary of NSR, that connects to the south end of the CLRA Line.

The CLRA Line, the NSR Line, and the CSXT Line (collectively, the Line) all are located in Talladega County, Ala. The CLRA Line runs from the south side of the Reservation of the Alabama

Ordnance Works Track, which adjoins the NSR Alabama Ordnance Works Spur at approximately milepost 1.38 (7,221.2 feet) northeast of the CoG P-Line at milepost P 400.985, continuing north approximately 5.96 miles to the northern point adjoining CSXT track at approximately milepost 7.34 (8,716 feet south of CSXT milepost AN 926). The CSXT Line runs between milepost ANJA 925.03 and milepost ANJS 925.76. The NSR Line consists of the Alabama Ordnance Works Spur Track, from the end of the insulated joint, south of the derail located approximately at milepost 0.06 (309 feet) from the point of switch off of the CoG P-Line (near milepost P 400.985) to the adjoining CLRA track located at approximately milepost 1.38 (6,912 feet) northeast, and the Coosa River Newsprint Spur Track from the ends of the insulated joints located on the wye tracks approximately 207 feet and 260 feet from the points of switch located off of NSR's Southern Railway Line (near milepost 102.187 N and milepost 101.863 N, respectively) for a distance of approximately 5,423 feet and 5,370 feet, respectively, where it joins the Alabama Ordnance Works Spur Track at milepost 1.07.

The transaction is related to a concurrently filed verified notice of exemption in *R. J. Corman Railroad Group, LLC—Continuance in Control Exemption—R. J. Corman Railroad Company/Childersburg Line, LLC*, Docket No. FD 36331, in which R. J. Corman Railroad Group, LLC, and R. J. Corman Railroad Company, LLC, seek to continue in control of RJAL upon RJAL's becoming a Class III rail carrier.

RJAL states that it has reached an agreement in principle with CLRA, NSR, CoG, and CSXT under which it will assume the underlying lease agreement and will lease and operate the CLRA Line. RJAL represents that it has also reached an agreement in principle with NSR and CoG to lease and operate the NSR Line, and has reached an agreement in principle with CSXT to lease and operate the CSXT Line. RJAL states that, upon the effective date of this notice, RJAL will replace CoG, NSR, and CSXT as the CLRA Line's operator, and that, upon RJAL's assumption of operations, NSR, CoG, and CSXT will have no further common carrier obligation on the CLRA Line. RJAL further states that its lease of the CSXT Line and the NSR Line is necessary for RJAL to assume operations of the CLRA Line and connect to CSXT and NSR's respective rail networks.

RJAL certifies that, as a result of this transaction, its projected revenues will not result in RJAL's becoming a Class I or Class II rail carrier and will not

exceed \$5 million. RJAL states that the agreement between RJAL, NSR, CoG, CSXT, and CLRA and the underlying lease with CLRA do not contain any provision or agreement that would limit future interchange with a third-party connecting carrier. RJAL states that its lease with CSXT also does not contain any provision or agreement that would limit future interchange with a third-party connecting carrier. However, according to RJAL, the lease agreement between RJAL and NSR/CoG does contain an interchange commitment, in the form of lease credits.² Accordingly, RJAL has provided additional information regarding the interchange commitment, as required by 49 CFR 1150.33(h).

Under 49 CFR 1150.32(b), a change in operator requires that notice be given to shippers. RJAL certifies that it has provided notice of the proposed transaction to all known shippers on the Line.

The earliest this transaction may be consummated is September 6, 2019, the effective date of the exemption (30 days after the verified notice was filed).

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 August 30, 2019 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36330, must be filed with the Surface Transportation Board either via e-filing or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on RJAL's representative, David R. Irvin, Irvin Rigsby PLC, 110 N. Main St., Nicholasville, KY 40356.

According to RJAL, 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).

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Decided: August 20, 2019.

¹ According to the verified notice, CLRA acquired ownership of the CLRA Line from the United States Government in 2003. See *City of Childersburg Local Redevelopment Auth.—Acquis. Exemption—Rail Line of the U.S. Gov't*, FD 34324 (STB served Apr. 21, 2003). The verified notice states that RJAL will assume the lease and operation of the entire CLRA Line, but clarifies that while the 2003 notice referenced approximately 12.68 miles of rail line, current measurements reveal approximately 10.3 miles of trackage.

² A copy of the agreement between RJAL and NSR/CoG with the interchange commitment was submitted under seal with the verified notice. See 49 CFR 1150.33(h)(1)(ii).

By the Board, Allison C. Davis, Director,
Office of Proceedings.

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2019-18215 Filed 8-22-19; 8:45 am]

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TENNESSEE VALLEY AUTHORITY

Charter Renewal of the Regional Energy Resource Council

AGENCY: Tennessee Valley Authority (TVA).

ACTION: Renewal of Federal Advisory Committee.

SUMMARY: Pursuant to the Federal Advisory Committee Act (FACA), the TVA Board of Directors has renewed the Regional Energy Resource Council (RERC) charter for an additional two-year period beginning on August 1, 2019.

FOR FURTHER INFORMATION CONTACT:

Elizabeth Upchurch, 865-632-8305, efupchurch@tva.gov.

SUPPLEMENTARY INFORMATION: Pursuant to FACA and its implementing regulations, and following consultation with the Committee Management Secretariat, General Services Administration (GSA) in accordance with 41 CFR 102-3.60(a), notice is hereby given that the RERC has been renewed for a two-year period beginning August 1, 2019. The RERC will provide advice to TVA on its issues affecting energy resource activities. The RERC was originally established in 2013 to advise TVA on its energy resource activities and the priority to be placed among competing objectives and values. It has been determined that the RERC continues to be needed to provide an additional mechanism for public input regarding energy issues.

Dated: August 15, 2019.

Joseph J. Hoagland,
Vice President, Tennessee Valley Authority.

[FR Doc. 2019-18156 Filed 8-22-19; 8:45 am]

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TENNESSEE VALLEY AUTHORITY

Meeting of the Regional Resource Stewardship Council

AGENCY: Tennessee Valley Authority (TVA).

ACTION: Notice of meeting.

SUMMARY: The TVA Regional Resource Stewardship Council (RRSC) will hold a meeting on Wednesday and Thursday, September 11-12, 2019, to consider

various matters. The RRSC was established to advise TVA on its natural resources and stewardship activities and the priority to be placed among competing objectives and values. Notice of this meeting is given under the Federal Advisory Committee Act (FACA).

DATES: The meeting will be held September 11-12, 2019. Wednesday's meeting will run from 8:30 a.m. to 12:00 p.m. CDT, and Thursday's meeting will run from 8:30 a.m. to 11:30 a.m. CDT.

ADDRESSES: The meeting will be held at the Pickwick Pines Resort Activities Center at 11 Ashley Avenue, Iuka, Mississippi. An individual requiring special accommodation for a disability should let the contact below know at least a week in advance.

FOR FURTHER INFORMATION CONTACT:

Cathy Coffey, 865-632-4494, ccoffey@tva.gov.

SUPPLEMENTARY INFORMATION: The meeting agenda includes the following items:

1. Introductions
2. Educate on high quality dam monitoring and safety program applied by TVA system-wide
3. Demonstrate TVA commitment to quality recreation facilities
4. Inform and involve members in regional erosion study
5. Public Comments
6. Council Discussion

The meeting is open to the public. Comments from the public will be accepted Thursday, September 12 at 9:30 a.m., CDT, for 60 minutes. Registration to speak is from 8:00 a.m. to 9:00 a.m., CDT, at the door. TVA will set speaking time limits once registered. Handout materials should be limited to one printed page. Written comments may be sent to the RRSC at any time through links on TVA's website at www.tva.com/rrsc or by mailing to the Regional Resource Stewardship Council, Tennessee Valley Authority, 400 West Summit Hill Drive, WT 9D, Knoxville, Tennessee 37902.

Dated: August 15, 2019.

Joseph J. Hoagland,
Vice President, Innovation and Research, Tennessee Valley Authority.

[FR Doc. 2019-18155 Filed 8-22-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway Realignment in California and Nevada

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of limitation on claims for judicial review of actions by FHWA.

SUMMARY: The Federal Highway Administration (FHWA) is issuing this notice to announce actions taken by FHWA that are final. This notice announces to the public that FHWA, as the National Environmental Policy Act (NEPA) lead agency, circulated a Final Environmental Impact Statement (EIS) and Section *De Minimis* Determination (October 19, 2018) for the US 50/South Shore Community Revitalization Project (project) and issued a Record of Decision (ROD) (August 2, 2019). The actions relate to a proposed highway realignment project on US Highway 50 (US 50) in the City of South Lake Tahoe, California and Stateline, Nevada.

The project would realign US 50 in the Stateline casino corridor area (postmile 79.00 to postmile 80.44) and convert the existing US 50 roadway, between a location southwest of Pioneer Trail in the City of South Lake Tahoe, California and Lake Parkway in Stateline, Nevada, into a two-lane local street (one travel lane in each direction). Realigned US 50 would be four lanes (two travel lanes in each direction) with left-turn pockets at intersections; it would begin at a relocated Pioneer Trail intersection to the west of the existing intersection, and proceed south along existing Moss and Echo Roads. The realigned highway would then turn east onto the Montreal Road alignment, passing behind (southeast of) the Heavenly Village Center shopping complex, and continuing along the existing Montreal Road and Lake Parkway alignments. The proposed action includes a new, two-lane roundabout at the intersection of US 50 and Lake Parkway in Stateline, Nevada. The affected segment of existing US 50 is approximately 1.1 miles long.

The existing right-of-way of the segment of US 50 between Pioneer Trail and Lake Parkway—the new “Main Street”—would be relinquished to the City of South Lake Tahoe in California, and Douglas County in Nevada. Realigned US 50 would become California Department of Transportation (Caltrans) and Nevada Department of Transportation (NDOT) right-of-way.

Between Park Avenue and Lake Parkway, the new “Main Street” would