

Notice of these determinations be published in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:**

Reed Liriano, Program Coordinator, Office of the Legal Adviser, U.S. Department of State (telephone: 202–632–6471; email: [section2459@state.gov](mailto:section2459@state.gov)). The mailing address is U.S. Department of State, L/DP, 2200 C Street NW (SA–5), Suite 5H03, Washington, DC 20522–0505.

**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. 574 of March 4, 2025.

**Mary C. Miner,**

*Managing Director for Professional and Cultural Exchanges, Bureau of Educational and Cultural Affairs, Department of State.*

[FR Doc. 2025–11854 Filed 6–26–25; 8:45 am]

**BILLING CODE 4710–05–P**

## SURFACE TRANSPORTATION BOARD

[Docket No. FD 36839]

### Cumberland & Knox Railroad, LLC—Modified Certificate of Public Convenience and Necessity

Cumberland & Knox Railroad, LLC (C&K),<sup>1</sup> a noncarrier, has filed a notice for a modified certificate of public convenience and necessity under 49 CFR part 1150 subpart C—*Modified Certificate of Public Convenience and Necessity*, for C&K to operate a portion of the Rockland Branch, owned by the state of Maine (the State), between milepost 33.79<sup>2</sup> at Brunswick, Me., and milepost 85.91 at Rockland, Me. (the Line).<sup>3</sup>

<sup>1</sup> The notice indicates that C&K is a new entity and an affiliate of Maine Switching Services, LLC, which will provide financial responsibility for C&K obligations until such time as C&K can assume that responsibility. (Notice 2.)

<sup>2</sup> C&K states that CSX Transportation, Inc. (CSXT), has an easement on an adjoining segment, from milepost 28.03 to milepost 33.79. (Notice 3.) According to the notice, C&K and CSXT are discussing the precise interchange location, which is anticipated to be on the adjoining CSXT segment. (*Id.*)

<sup>3</sup> Although the notice describes the Line as a portion of the Rockland Branch, it appears that the segment from milepost 85.55 to milepost 85.91 is part of the Atlantic Branch Line, which is also owned by the State. *See Midcoast Railservice, Inc.—Discontinuance of Serv. Exemption—in Cumberland, Knox, Lincoln, Sagadahoc Cnty., Me.*, AB 1341X (STB served Dec. 3, 2024).

C&K states that the Line was authorized for abandonment by a decision of the Interstate Commerce Commission in Docket No. AB–83 (Sub-No. 8) served on October 10, 1985. According to C&K, the Line was subsequently acquired by the State. (Notice 2.) *See Safe Handling Rail, Inc.—Modified Rail Certificate*, FD 33967 (STB served Dec. 22, 2000).

According to the notice, C&K and the State have entered into an Operating Lease Agreement, dated April 30, 2025,<sup>4</sup> which provides an initial term from April 30, 2025, until December 30, 2030. (Notice 3.)

The Line qualifies for a modified certificate of public convenience and necessity. *See Common Carrier Status of States, State Agencies & Instrumentalities & Pol. Subdivs.*, FD 28990F (ICC served July 16, 1981); 49 CFR 1150.22. C&K states that no subsidy is involved and that there will be no preconditions that shippers must meet to receive service. (Notice 3.) C&K’s notice also includes a certificate of liability insurance coverage. (Notice Ex. A.)

This notice will be served on the Association of American Railroads (Car Service Division), as agent for all railroads subscribing to the car-service and car-hire agreement, at 425 Third Street SW, Suite 1000, Washington, DC 20024; and on the American Short Line and Regional Railroad Association at 50 F Street NW, Suite 500, Washington, DC 20001.

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

Decided: June 24, 2025.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

**Tammy Lowery,**  
*Clearance Clerk.*

[FR Doc. 2025–11898 Filed 6–26–25; 8:45 am]

**BILLING CODE 4915–01–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA–2025–0578]

### Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection

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

<sup>4</sup> Public and confidential versions of the Lease and Operating Agreement were filed. The confidential versions were submitted under seal concurrently with a motion for protective order, which will be addressed in a separate decision.

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

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 8, 2025. The collection involves information collected which will be used by air carriers and by the FAA to adequately target its inspection resources for surveillance and make accurate risk assessments.

**DATES:** Written comments should be submitted by July 28, 2025.

**ADDRESSES:** Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

**FOR FURTHER INFORMATION CONTACT:** Greg Young by email at: [greg.young@faa.gov](mailto:greg.young@faa.gov); phone: 206–231–3737.

**SUPPLEMENTARY INFORMATION:**

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA’s performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information.

*OMB Control Number:* 2120–0766.

*Title:* Air Carrier Contract Maintenance Requirements.

*Form Numbers:* There are no forms associated with this collection.

*Type of Review:* This is a renewal of an information collection.

*Background:* The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 8, 2025, FR Doc. 2025–05966. Air carrier maintenance has evolved from mostly an “in-house” operation to an extended network of maintenance providers that fulfill contracts with air carriers to perform their aircraft maintenance. Any person performing maintenance for an air carrier must follow the air carrier’s maintenance manual. The FAA has found that,

although an air carrier is required to list its maintenance providers and a general description of the work to be done in its maintenance manual, these lists are not always kept up to date, are not always complete, and are not always in a format that is readily useful for FAA oversight and analysis purposes. Without accurate and complete information on the work being performed for air carriers, the FAA cannot adequately target its inspection resources for surveillance and make accurate risk assessments. This collection of information supports regulatory requirements necessary under 14 CFR part 121 and part 135 to ensure safety of flight by requiring air carriers to provide a list that includes the name and physical (street) address, or addresses, where the work is carried out for each maintenance provider that performs work for the certificate holder, and a description of the type of maintenance, preventive maintenance, or alteration that is to be performed at each location. The list must be updated with any changes, including additions or deletions, and the updated list provided to the FAA in a format acceptable to the FAA by the last day of each calendar month. This collection also supports the FAA's strategic goal to provide to the next level of safety, by achieving the lowest possible accident rate and always improving safety, so all users of our aviation system can arrive safely at their destinations.

*Respondents:* 303 air carriers (62 Part 121 air carriers and 241 part 135 air carriers).

*Frequency:* Monthly.

*Estimated Average Burden per*

*Response:* Eight hours.

*Estimated Total Annual Burden:* 2,424 hours.

Issued in Des Moines, WA. On June 24th, 2025.

**William G. Young,**

*Aviation Safety Inspector, Flight Standards, Aircraft Maintenance Division, Commercial Aviation Group.*

[FR Doc. 2025-11919 Filed 6-26-25; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Notice of Intent To Prepare an Environmental Impact Statement for the Kitsap Transit Fast Ferry Terminal Project, King County, Washington

**AGENCY:** Federal Transit Administration (FTA), Department of Transportation (DOT).

**ACTION:** Notice of Intent to prepare an Environmental Impact Statement.

**SUMMARY:** The Federal Transit Administration (FTA), as Federal lead agency, and Kitsap Transit, as local project sponsor and joint lead agency, issue this notice to advise the public that they intend to prepare an environmental impact statement (EIS) pursuant to the National Environmental Policy Act (NEPA) for the Kitsap Transit Fast Ferry Terminal Project (Project) located in the City of Seattle, King County, Washington. The Project would construct a new fast ferry terminal on the downtown Seattle waterfront in order to expand passenger-only ferry (POF) terminal facility capacity.

**DATES:** Comments related to the scope of the EIS for this Project must be received on or before August 11, 2025.

**ADDRESSES:** Comments on the scope of the EIS should be directed to: Steffani Lillie, Kitsap Transit Service and Capital Development Director, 60 Washington Avenue, Suite 200, Bremerton, WA 98337; by email to [ktplanning@kitsaptransit.com](mailto:ktplanning@kitsaptransit.com), by Project website at <https://www.kitsaptransit.com/seattle-fast-ferry-terminal-project>; or by telephone at (360) 478-6931. Requests for alternative formats: (360) 479-4348.

**FOR FURTHER INFORMATION CONTACT:** For FTA: Barney Remington, FTA Environmental Protection Specialist, Region 10, [FTA.TRO10.Environmental@dot.gov](mailto:FTA.TRO10.Environmental@dot.gov), (206) 220-7966. For Kitsap Transit: Steffani Lillie, Kitsap Transit Service and Capital Development Director, [ktplanning@kitsaptransit.com](mailto:ktplanning@kitsaptransit.com), (360) 478-6931.

**SUPPLEMENTARY INFORMATION:** FTA and Kitsap Transit conducted early scoping during the Project's site screening and alternatives development phase. Early scoping is an optional step in the NEPA process that invites input from stakeholder agencies, tribes, members of the public, and other interested parties early in project planning. Early scoping was also conducted under the Washington State Environmental Policy Act (SEPA) rules regarding expanded scoping (Washington Administrative Code 197-11-410). Kitsap Transit is the lead agency under SEPA. During early scoping, FTA and Kitsap Transit published a notice (87 FR 29212) to advise stakeholder agencies, tribes, and the public about the Project and invited comments on:

- The Project's proposed purpose and need statement developed for the Early Scoping Notice.
- The refined list of screening criteria developed through early public outreach as provided in the Early Scoping Information Report in May 2022.

- The potential impacts and benefits of the Project.
- Other considerations relevant to the evaluation of alternatives (e.g., other planned future development projects in the study area).

The comment period closed on June 13, 2022, and a total of 57 comments were received. These comments were summarized in an Early Scoping Summary report in August 2022. Kitsap Transit subsequently conducted preliminary site screening using the criteria refined through early scoping to identify reasonable alternatives. The results of this screening are detailed in the Preliminary Screening and Site Evaluation Report in July 2023. The reports, along with other Project information, are available on the project website: <https://www.kitsaptransit.com/seattle-fast-ferry-terminal-project>, by contacting the project email at [ktplanning@kitsaptransit.com](mailto:ktplanning@kitsaptransit.com) or the project phone line at (360) 478-6931.

FTA has identified federal, state and local agencies that will be invited to be involved in the EIS process as cooperating or participating agencies, as well as tribes that will be invited to be involved as participating agencies.

FTA has determined that the Project will not be evaluated as a major project, as defined in 23 U.S.C. 139(a)(7).

#### I. Purpose and Need for the Proposed Action

The purpose of the Project is to improve regional mobility through the expanded passenger-only ferry (POF) terminal facilities on the downtown Seattle waterfront to:

- Increase vessel docking capacity.
- Increase passenger staging capacity and improve rider amenities, including restrooms and bicycle storage.
- Incorporate shoreside infrastructure and equipment to support electric vessel charging.
- Increase integration of POF travel with other transit modes.
- Maintain or improve rider accessibility to Seattle business, employment, cultural, and retail destinations.
- Create opportunities for growth for regional POF routes throughout the Puget Sound Region.
- Improve access to jobs and housing opportunities in regional growth centers.

The need for the Project is as follows:

- The current POF terminal, Pier 50, is the only public facility of its kind in downtown Seattle, and can only accommodate two vessels at one time.
- The Pier 50 POF terminal facility does not have shoreside space for equipment and infrastructure needed to