

individual accounting system. (Generally, railroads will know whether they are close to changing among the three classifications.)

Frequency of Response: On occasion.

Total Annual Hour Burden: Less than 24 hours annually.

Total Annual “Non-Hour Burden” Cost: The Classification Index Survey Form may be submitted electronically without non-hourly costs.

Needs and Uses: Railroads are classified by size into groups of large, medium, and small carriers. The Board must determine the classification of each rail carrier as a Class I, Class II, or Class III railroad. Railroads with a Class I classification (large railroads) must file Annual Reports (Form R-1) under 49 U.S.C. 11145. See OMB Control Number 2140-0009 (Class I Railroad Annual Reports). These reports are used by the Board, other Federal agencies, and industry groups to monitor and assess railroad industry growth, financial stability, traffic, and operations, and to identify industry changes that may affect national transportation policy. All other railroads (those not required to file an (R-1) Annual Report) shall annually compute their adjusted revenues using the “railroad revenue deflator formula,” and, if the computation derived from that formula indicates a change in a carrier’s classification, that carrier must submit a “Classification Index Survey Form” to the Board pursuant to 49 CFR part 1201 General Instructions 1-1 and § 1241.15.

Under the PRA, a Federal agency that conducts or sponsors a collection of information must display a currently valid OMB control number. A collection of information, which is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c), includes agency requirements that persons submit reports, keep records, or provide information to the agency, third parties, or the public. Section 3507(b) of the PRA requires, concurrent with an agency’s submitting a collection to OMB for approval, a 30-day notice and comment period through publication in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information.

Dated: June 26, 2023.

Kenyatta Clay,

Clearance Clerk.

[FR Doc. 2023-13919 Filed 6-29-23; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36709]

Naugatuck Railroad Company—Lease and Operation Exemption—Boston & Maine Corporation and Springfield Terminal Railway Company

Naugatuck Railroad Company (NAUG), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease from Boston & Maine Corporation (B&M) and acquire the right to operate from Springfield Terminal Railway Company (STR) as a common carrier over approximately 1,330 feet of rail line currently owned by B&M and operated by STR between a connection to the Torrington Branch at engineering station 0+00 and engineering station 13+30, all in New Haven County, Conn. (the Line).

According to the verified notice, NAUG has entered into a land and rail assets lease agreement with CSX Transportation, Inc. (CSXT), on behalf of B&M and STR, which are both subsidiaries of CSXT. The verified notice states that, upon consummation of the agreement, NAUG will lease and operate the Line. NAUG states that it currently operates over the Torrington Branch, an approximately 19.6-mile rail line that extends between NAUG milepost 0.0 in Waterbury, Conn., and NAUG milepost 19.6 in Torrington, Conn. See *Naugatuck R.R.—Operation Exemption—State of Conn.*, FD 32793 (STB served Jan. 25, 1996).

NAUG certifies that its projected annual freight revenues will not result in the creation of a Class I or Class II rail carrier and will not exceed \$5 million. NAUG also certifies that the agreement does not include an interchange commitment.

The transaction may be consummated on or after July 14, 2023, 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 July 7, 2023 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36709, 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 NAUG’s representative,

John R. Gamm, John R. Gamm LLC, 32 Dutton Place Way, Glastonbury, CT 06033.

According to NAUG, 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.

Decided: June 26, 2023.

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

Tammy Lowery,
Clearance Clerk.

[FR Doc. 2023-13938 Filed 6-29-23; 8:45 am]

BILLING CODE 4915-01-P

TENNESSEE VALLEY AUTHORITY

Cheatham County Generation Site Environmental Impact Statement

AGENCY: Tennessee Valley Authority.

ACTION: Notice of Intent; extension of comment period.

SUMMARY: The Tennessee Valley Authority (TVA) is announcing a second extension of the public comment period on the Cheatham County Generation Site Notice of Intent to Prepare an Environmental Impact Statement. A Notice of Intent to prepare an EIS was published in the **Federal Register** on May 19, 2023, announcing a 30-day comment period closing on June 20, 2023. TVA extended the comment period by 7 days until June 27, 2023. TVA is now extending the public comment period to July 7, 2023.

DATES: The comment period for the Notice of Intent published May 19, 2023, at 88 FR 32267, is extended to July 7, 2023. Comments must be postmarked, emailed, or submitted online no later than July 7, 2023.

ADDRESSES: Comments can be submitted by one of the following methods:

1. *Online:* TVA’s NEPA website: <http://www.tva.gov/nepa>. Follow the instructions for submitting comments electronically on the website.

2. *Email:* NEPA@tva.gov.

3. *Mail:* J. Taylor Johnson, NEPA Compliance Specialist, 1101 Market Street, BR 2C-C, Chattanooga, Tennessee 37402.

Before including your address, phone number, email address, or other personal identifying information in your comment, please note that any comments received, including names and addresses, will become part of the project administrative record and will be available for public inspection.