

BB 7.5) to permit CIND to interchange with the Indiana & Ohio Railway Company.³

The transaction may be consummated on or after July 27, 2024, the effective date of the exemption (30 days after the verified notice was filed).

As a condition to this exemption, any employees affected by the exempted transaction will be protected by the conditions imposed in *Norfolk & Western Railway—Trackage Rights—Burlington Northern, Inc.*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Railway—Lease & Operate—California Western Railroad*, 360 I.C.C. 653 (1980).

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 19, 2024 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36791, 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 CIND's representative, Eric M. Hocky, Clark Hill PLC, Two Commerce Square, 2001 Market St., Suite 2620, Philadelphia, PA 19103.

According to CIND, 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: July 8, 2024.

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

Stefan Rice,
Clearance Clerk.

[FR Doc. 2024-15315 Filed 7-11-24; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36793]

Connersville Northern Railroad LLC— Acquisition and Change of Operator Exemption—RMW Ventures, LLC

Connersville Northern Railroad LLC (CNNR), a non-carrier, has filed a verified notice of exemption under 49

CFR part 1150, subpart D, to acquire and operate approximately 5.2 miles of rail line owned by RMW Ventures, LLC (RMW), extending from milepost 0.0 at Connersville, Ind., to milepost 5.2 at Beesons, Ind. (the Line). The verified notice states that the Line is currently operated by Big Four Terminal Railroad, LLC (BFT), a corporate affiliate of RMW.¹

According to the verified notice, CNNR and RMW recently have entered into an asset purchase and sales agreement pursuant to which CNNR: (1) will acquire the Line; and (2) upon consummation of the transaction, replace BFT as the exclusive common carrier service provider on the Line.

CNNR certifies that the transaction would not contractually limit CNNR from interchanging traffic with any connecting carrier. CNNR also certifies that its projected annual revenues as a result of this transaction will not result in its becoming a Class II or Class I rail carrier and will not exceed \$5 million.

Under 49 CFR 1150.32(b), a change in operator requires that notice be given to shippers. According to the verified notice, the Line is currently inactive and has for over two years lacked any active customers, and therefore, there are no shippers to be notified of the proposed transaction.

Unless stayed, the exemption will be effective on July 26, 2024 (30 days after the verified notice was filed). CNNR states that it intends to consummate the proposed transaction following that date.

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 19, 2024 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36793, must 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 addition, one copy of each pleading must be served on CNNR's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606-3208.

¹ CNNR states that RMW and BFT are affiliated entities under common control of Spencer N. Wendelin. See *RMW Ventures, LLC—Corp. Family Transaction—Big Four Terminal R.R.*, FD 35798 (STB served Mar. 21, 2014).

According to CNNR, 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: July 8, 2024.

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

Kenyatta Clay,
Clearance Clerk.

[FR Doc. 2024-15280 Filed 7-11-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability, Notice of Public Comment Period, and Request for Comment on the Draft Environmental Assessment for Sierra Space Dream Chaser Reentry Operations at the Shuttle Landing Facility, Brevard County, Florida and Contingency Reentry Site at Vandenberg Space Force Base, Santa Barbara County, California

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of availability, notice of public comment period, and request for comment.

SUMMARY: In accordance with the National Environmental Policy Act of 1969, as amended (NEPA), Council on Environmental Quality NEPA-implementing regulations, and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the FAA is announcing the availability of and requesting comment on the draft Environmental Assessment for Sierra Space Dream Chaser Reentry Operations at the Shuttle Landing Facility, Brevard County, Florida and Contingency Reentry Site at Vandenberg Space Force Base, Santa Barbara County, California (draft EA).

DATES: Comments must be received on or before August 9, 2024.

ADDRESSES: Comments should be mailed to Ms. Chelsea Clarkson, Sierra Space at SLF and VSFB, c/o ICF, 1902 Reston Metro Plaza, Reston, VA 20190. Comments may also be submitted by email to SierraSpaceSLF@icf.com.

FOR FURTHER INFORMATION CONTACT: Ms. Chelsea Clarkson, Environmental Protection Specialist, Federal Aviation Administration, 800 Independence

³ CIND will also continue to have the ability to interchange with NSR that was available under the original trackage rights agreement.

Avenue SW, Suite 325, Washington, DC 20591; email SierraSpaceSLF@icf.com.

SUPPLEMENTARY INFORMATION: The FAA is the lead agency. U.S. Coast Guard, National Aeronautics and Space Administration, U.S. Fish and Wildlife Service, National Marine Fisheries Service, and National Park Service are cooperating agencies for the draft EA due to their special expertise and jurisdictions. The FAA is evaluating Sierra Space Corporation's (Sierra Space's) proposal to conduct Dream Chaser reentry operations at the Shuttle Landing Facility (SLF) in Brevard County, Florida or the Vandenberg Space Force Base (VSFB) in Santa Barbara County, California, which would require the FAA to issue a license. Issuing a license is considered a federal action subject to environmental review under NEPA. Under the Proposed Action, the FAA would issue a license to Sierra Space, which would authorize Sierra Space to conduct reentry operations of its Dream Chaser vehicle at the SLF or VSFB.

Alternatives under consideration include the Proposed Action and the No Action Alternative. Under the No Action Alternative, the FAA would not issue a license to Sierra Space for reentry operations at the SLF or VSFB. If Sierra Space does not obtain a license for reentry operations at the SLF or VSFB, they would be unable to conduct reentry operations of their Dream Chaser vehicle.

The draft EA evaluates the potential environmental consequences from the Proposed Action and No Action Alternative on air quality; biological resources; climate; coastal resources; Department of Transportation Act section 4(f); farmlands; hazardous materials, solid waste, and pollution prevention; historical, architectural, archeological, and cultural resources; land use; natural resources and energy supply; noise and noise-compatible land use; socioeconomics, environmental justice, and children's environmental health and safety risks; visual effects (including light emissions); and water resources.

The FAA has posted the draft EA on the FAA Office of Commercial Space Transportation website: https://www.faa.gov/space/stakeholder-engagement/Sierra_at_SLF_VSFB.

The FAA encourages all interested parties to provide comments concerning the scope and content of the draft EA. Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment—including your personal

identifying information—may be made publicly available at any time. While you can ask the FAA in your comment to withhold from public review your personal identifying information, the FAA cannot guarantee that we will be able to do so.

Issued in Washington, DC on: July 8, 2024.

Stacey M. Zee,

Manager, Operations Support Branch.

[FR Doc. 2024–15292 Filed 7–11–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT–OST–2024–0041]

Notice To Renew the Transforming Transportation Advisory Committee (TTAC)

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

ACTION: Notice of the charter renewal of the Transforming Transportation Advisory Committee (TTAC), and TTAC Membership Balance Plan.

SUMMARY: The Office of the Secretary of Transportation (OST) announces the charter renewal of TTAC. The Secretary has determined that renewing TTAC charter is necessary and is in the public interest.

DATES: The TTAC Charter will be effective for two years after date of publication of this **Federal Register** Notice.

FOR FURTHER INFORMATION CONTACT: TTAC Designated Federal Officer, c/o Benjamin Ross Levine, Director of Strategic Initiatives, Office of the Assistant Secretary for Research and Technology, Office of the Secretary of Transportation, (202) 941–6180, ttac@dot.gov.

SUPPLEMENTARY INFORMATION: This notice announces the renewal of the DOT TTAC as a Federal Advisory Committee in accordance with the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C. ch. 10) to provide information, advice, and recommendations to the Secretary on matters relating to transportation innovation. TTAC is tasked with providing advice and recommendations to the Secretary about needs, objectives, plans, and approaches for transportation innovation. Please see the TTAC website for additional information at <https://www.transportation.gov/ttac>.

Issued in Washington, DC on July 8, 2024, under authority delegated at 49 CFR 1.25a.

Benjamin Ross Levine,

Director of Strategic Initiatives.

Current Charter of the Transforming Transportation Advisory Committee

1. *Committee's Official Designation:* The Committee's official designation is the Transforming Transportation Advisory Committee (TTAC).

2. *Authority:* The Committee is established as a discretionary Committee under the authority of the U.S. Department of Transportation (DOT) and in accordance with the provisions of the Federal Advisory Committee Act (FACA), as amended, 5 U.S.C. App. 2. The formation and use of TTAC are determined to be in the public interest.

3. *Objectives and Scope of Activities:* The Secretary of Transportation (the Secretary), or his or her designee, shall present TTAC with tasks on matters relating to transportation innovation. The Committee will provide advice and recommendations to the Secretary about needs, objectives, plans, and approaches for multimodal transportation innovation.

4. *Description of Duties:* The Committee is advisory only. Duties include the following:

a. Gathering information as necessary to discuss issues presented by the Designated Federal Officer (DFO);

b. Deliberating on the following issues, as assigned:

i. Exploring pathways to safe, secure, equitable, environmentally friendly and accessible deployments of emerging technologies;

ii. Identifying integrated approaches and finding ways to promote greater cross-modal integration of emerging technologies, in particular applications to deploy automation;

iii. Recommending policies that encourage innovation to grow and support a safe and productive U.S. workforce, as well as foster economic competitiveness and job quality;

iv. Assessing approaches and frameworks that encourage the secure exchange and sharing of transformative transportation data, including technologies and infrastructure, across the public and private sectors that can guide core policy decisions across DOT's strategic goals;

v. Exploring ways the Department can identify and elevate cybersecurity solutions and protect privacy across transportation systems and infrastructure;

vi. Considering other emerging issues, topics, and technologies, at the direction of the DFO.