

burden, including through the use of automated techniques or other forms of information technology; and (d) whether there are ways to enhance the quality, utility, and clarity of the information.

#### Summary of Information Collection

*PRA Number: 3245–0424*

*(1) Title: Restaurant Revitalization Fund Program Post Award Report.*

*Description of Respondents:*

Recipients of RRF awards.

*Form Number: SBA Form 3173.*

*Total Estimated Annual Responses:* 101,004.

*Total Estimated Annual Hour Burden:* 24,240.

**Curtis B. Rich,**

*Agency Clearance Officer.*

[FR Doc. 2025–04314 Filed 3–17–25; 8:45 am]

**BILLING CODE 8026–09–P**

#### SMALL BUSINESS ADMINISTRATIONS

##### Data Collection Available for Public Comments

**AGENCY:** U.S. Small Business Administration.

**ACTION:** 60-Day notice; request for comments.

**SUMMARY:** The Small Business Administration (SBA) is publishing this notice in compliance with the Paperwork Reduction Act (PRA) of 1995, as amended, to solicit public comments on the information collection described below. The PRA requires publication of this notice before submitting the information collection to the Office of Management and Budget (OMB) for review and approval.

**DATES:** Submit comments on or before May 19, 2025.

**ADDRESSES:** Comments should refer to the information collection by title or OMB Control Number (3245–0416) and submitted by the deadline above to: *PPP\_Info\_Collections@sba.gov*.

**FOR FURTHER INFORMATION CONTACT:** You may obtain information including a copy of the forms and supporting documents from the Agency Clearance Officer, Curtis Rich, at (202) 205–7030, or *curtis.rich@sba.gov*, or from Cailyn Gerald, Director, Internal Controls Division, Office of Financial Program Operations, at 202–205–7373, or *cailyn.gerald@sba.gov*.

#### SUPPLEMENTARY INFORMATION:

##### Background

Section 1102 of the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Public Law 116–136, authorized SBA to guarantee loans made by banks

or other financial institutions under a temporary program titled the “Paycheck Protection Program” (PPP). These loans were available to eligible small businesses, certain non-profit organizations, veterans’ organizations, Tribal business concerns, independent contractors, and self-employed individuals adversely impacted by the COVID–19 Emergency. SBA’s authority to guarantee PPP loans expired on August 8, 2020. On December 27, 2020, SBA received reauthorization under the Economic Aid Act, Public Law 116–260, to resume guaranteeing PPP loans through March 31, 2021. The Economic Aid Act also amended certain other PPP statutory provisions. On March 11, 2021, the American Rescue Plan Act, Public Law 117–2, was enacted, further amending various PPP statutory provisions. On March 30, 2021, the PPP Extension Act of 2021 was enacted, extending the SBA’s PPP program authority through June 30, 2021.

This information collection is used for the PPP Loan Program. This approval is set to expire on March 31, 2025. SBA will request approval of an extension of this information collection for three (3) years. Although SBA’s PPP program authority has expired, this information collection is still needed for the following reasons: (1) PPP borrowers may apply for forgiveness of their loans up to five years after SBA issued a loan number, which may be as late as 2026; and (2) SBA may review a PPP loan at any time; and (3) pending litigation may require the collection of information. Additionally, SBA recently published an Interim Final Rule on Paycheck Protection Program—Extension of Lender Records Retention Requirements (89 FR 68090, August 23, 2024), extending the PPP loan records retention requirements for PPP lenders to ten years from the date of disposition of each individual PPP loan. Because the PPP lender recordkeeping requirements have been extended, this information collection needs to be extended accordingly. Therefore, as required by the Paperwork Reduction Act, SBA is publishing this notice as a prerequisite to seeking OMB’s approval to use this information collection beyond March 31, 2025. There are no proposed changes to the form.

#### Summary of Information Collection

*Title:* Paycheck Protection Program Affiliation Worksheet.

*Form Number:* SBA Form 3511.

*OMB Control Number:* 3245–0416.

*Estimated Number of Respondents:* 0.

*Estimated Annual Responses:* 0.

*Estimated Annual Hour Burden:* 63.

#### Solicitation of Public Comments

SBA invites the public to submit comments, including specific and detailed suggestions on ways to improve the collection and reduce the burden on respondents. Commenters should also address (i) whether the information collection is necessary for the proper performance of SBA’s functions, including whether it has any practical utility; (ii) the accuracy of the estimated burdens; (iii) ways to enhance the quality, utility, and clarity of the information to be collected; and (iv) the use of automated collection techniques or other forms of information technology to minimize the information collection burden on those who are required to respond.

**Curtis Rich,**

*Agency Clearance Officer.*

[FR Doc. 2025–04408 Filed 3–17–25; 8:45 am]

**BILLING CODE 8026–09–P**

#### DEPARTMENT OF STATE

[Public Notice: 12684]

##### Notice of Determinations; Culturally Significant Objects Being Imported for Exhibition—Determinations: “Rethinking Etruria” Exhibition

**SUMMARY:** Notice is hereby given of the following determinations: I hereby determine that certain objects being imported from abroad pursuant to agreements with their foreign owners or custodians for temporary display in the exhibition “Rethinking Etruria” at the Institute for the Study of the Ancient World, New York University, New York, New York, and at possible additional exhibitions or venues yet to be determined, are of cultural significance, and, further, that their temporary exhibition or display within the United States as aforementioned is in the national interest. I have ordered that Public 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*). The mailing address is U.S. Department of State, L/PD, 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. 2025–04418 Filed 3–17–25; 8:45 am]

BILLING CODE 4710–05–P

## SURFACE TRANSPORTATION BOARD

[Docket No. FD 36823; Docket No. FD 36824]

### Macquarie Infrastructure Partners V GP, LLC, et al.—Continuance in Control—North Florida Industrial Railroad, LLC; North Florida Industrial Railroad, LLC—Lease and Operation Exemption—Rail Line in Columbia County, Fla.

By petition filed on January 7, 2025, in *Macquarie Infrastructure Partners V GP, LLC—Continuance in Control—North Florida Industrial Railroad, LLC*, Docket No. FD 36823, Macquarie Infrastructure Partners V GP, LLC (MIP GP), for the benefit of the Macquarie Infrastructure Partners V fund vehicle (MIP V); MIP V Rail, LLC (MIP Rail); Pinsly Holdco, LLC; and Pinsly Railroad Company, LLC (Pinsly), all non-carriers (together, Petitioners), seeks an exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 11323 to continue in control of North Florida Industrial Railroad, LLC (NFIR), when NFIR becomes a Class III rail carrier.<sup>1</sup> As discussed below, the Board will grant the petition for exemption.

### Background

NFIR is a noncarrier that has been organized to lease and operate 4,891 feet of track in Columbia County, Fla. (the Line), connecting the North Florida Mega Industrial Park (Park) with a rail line operated by Florida Gulf & Atlantic Railroad, LLC (FG&A). (Pet. 2–3.) NFIR is owned by Pinsly.<sup>1</sup>

<sup>1</sup> These proceedings are not consolidated. A single decision is being issued for administrative purposes.

<sup>2</sup> According to the Petition, “Pinsly is wholly owned by Pinsly Holdco, LLC, which is wholly owned by MIP Rail, which in turn is wholly owned (indirectly) by MIP V, which is controlled by MIP GP.” (Pet. 3 n.1.) In addition to NFIR, Pinsly currently controls seven rail common carriers. (*Id.* at 3.) Those seven rail carriers are FG&A; Grenada Railroad, LLC; Camp Chase Rail, LLC; Chesapeake and Indiana Railroad, LLC; Vermilion Valley Railroad Company LLC; Pioneer Valley Railroad

In a related transaction in *North Florida Industrial Railroad, LLC—Lease and Operation Exemption—Rail Line in Columbia County, Fla.*, Docket No. FD 36824, NFIR filed a verified notice of exemption to lease and operate the Line. According to the verified notice, the Line is currently owned by Columbia County, Fla., a noncarrier, and is inactive. (Notice 2.) Notice of the exemption was served and published in the **Federal Register** on January 23, 2025 (90 FR 8088). The notice held the effective date of the exemption in abeyance pending review of the petition for exemption in Docket No. FD 36823.<sup>2</sup>

Petitioners explain that the proposed continuance in control transaction does not qualify for the class exemption under 49 CFR 1180.2(d)(2) because the Line connects with FG&A’s line at milepost 688 near Lake City, Florida.<sup>3</sup> (Pet. 4.); *see* 49 CFR 1180.2(d)(2) (requiring that the subject line not connect with any other rail lines in the corporate family to qualify for a class exemption). Petitioners state that the transaction will only connect FG&A and NFIR; no other Pinsly railroad would interconnect with NFIR (or FG&A). (Pet. 4.) Petitioners further state that no current or future shippers will lose access or potential access to alternative rail service as a result of the transactions contemplated in the petition or related notice of exemption; instead, the transactions will ensure the availability of rail service to the Park’s customers. (*Id.*)

In support of their petition, Petitioners state that a full review of the continuance in control transaction is not needed to carry out the Rail Transportation Policy (RTP) of 49 U.S.C. 10101. (Pet. 5.) Specifically, Petitioners assert that their continuance in control of NFIR will either advance or have no effect on each of the RTP factors. (*Id.* at 6–10.) They argue that granting the petition for exemption will facilitate rail service to new customers, thereby expanding their transportation options; save Petitioners from having to incur the expense of filing a full application; save the Board from having to devote time and resources to considering a full application; and enable NFIR to benefit from Pinsly’s operational expertise and experience. (*Id.*) Petitioners further state

Company, LLC; and Hondo Railway, LLC. (*Id.* at 3–4.)

<sup>2</sup> On February 12, 2025, Steven Connolly filed a letter in Docket No. FD 36824. Mr. Connolly’s letter was addressed to U.S. Representative Kat Cammack requesting her office’s assistance in expediting these proceedings.

<sup>3</sup> Although the petition states that the connection will be located at milepost “888,” (Pet. 4), the maps attached to the notice show the milepost as being 688. (Pet., Ex. 1.)

that this is a “modest shortline transaction” involving less than a mile of rail track and presents no threat of an abuse of market power. (*Id.* at 5.)

### Discussion and Conclusions

Under 49 U.S.C. 11323(a)(5), prior approval by the Board is required for the acquisition of control of a rail carrier by a person that is not a rail carrier but that controls any number of rail carriers. Under 49 U.S.C. 10502(a), however, the Board, to the maximum extent consistent with 49 U.S.C. subtitle IV part A, must exempt a transaction from regulation when it finds that (1) regulation is not necessary to carry out the RTP, and (2) either (a) the transaction is limited in scope, or (b) regulation is not needed to protect shippers from the abuse of market power.

In this case, an exemption from the prior approval requirements of 49 U.S.C. 11323–25 is consistent with the standards of 49 U.S.C. 10502(a). Detailed scrutiny of the proposed transaction through an application for review and approval under sections 11323–25 is not necessary to carry out the RTP. Permitting Petitioners to continue in control of NFIR without having to file an application would promote the RTP by minimizing the need for federal regulatory control over the proposed transaction, 49 U.S.C. 10101(2); reducing regulatory barriers to entry into and exit from the industry, 49 U.S.C. 10101(7); and providing for the expeditious resolution of this proceeding, 49 U.S.C. 10101(15). Additionally, the transaction here will allow Petitioners—including Pinsly, an experienced rail operator—to manage the introduction of rail service to new customers, thereby ensuring the continuation of a sound rail transportation system that would continue to meet the needs of the public, 49 U.S.C. 10101(4); fostering sound economic conditions in transportation, 49 U.S.C. 10101(5); and encouraging efficient management of railroads, 49 U.S.C. 10101(9). Other aspects of the RTP would not be adversely affected.

Regulation of the control transaction is not needed to protect shippers from an abuse of market power.<sup>4</sup> As noted, no rail service currently is provided over the Line, so NFIR’s lease and operation of the Line and Petitioners’ related continuance in control will provide shippers in the Park with a new transportation option. Additionally,

<sup>4</sup> Given this finding, the Board need not determine whether the transaction is limited in scope. *See* 49 U.S.C. 10502(a).