

**SMALL BUSINESS ADMINISTRATION**

[Disaster Declaration # 16788 and # 16789;  
California Disaster Number CA-00331]

**Presidential Declaration of a Major  
Disaster for Public Assistance Only for  
the State of California**

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

**ACTION:** Notice.

**SUMMARY:** This is a Notice of the  
Presidential declaration of a major  
disaster for Public Assistance Only for  
the State of California (FEMA-4569-  
DR), dated 11/25/2020.

*Incident:* Wildfires.

*Incident Period:* 09/04/2020 through  
11/17/2020.

**DATES:** Issued on 11/25/2020.

*Physical Loan Application Deadline  
Date:* 01/25/2021.

*Economic Injury (EIDL) Loan  
Application Deadline Date:* 08/25/2021.

**ADDRESSES:** Submit completed loan  
applications to: U.S. Small Business  
Administration, Processing and  
Disbursement Center, 14925 Kingsport  
Road, Fort Worth, TX 76155.

**FOR FURTHER INFORMATION CONTACT:**

A. Escobar, Office of Disaster  
Assistance, U.S. Small Business  
Administration, 409 3rd Street SW,  
Suite 6050, Washington, DC 20416,  
(202) 205-6734.

**SUPPLEMENTARY INFORMATION:** Notice is  
hereby given that as a result of the  
President's major disaster declaration on  
11/25/2020, Private Non-Profit  
organizations that provide essential  
services of a governmental nature may  
file disaster loan applications at the  
address listed above or other locally  
announced locations.

The following areas have been  
determined to be adversely affected by  
the disaster:

*Primary Counties:*

Del Norte, Fresno, Madera,  
Mendocino, Napa, Shasta, Siskiyou,  
Sonoma.

The Interest Rates are:

|   |       |
|---|-------|
| <i>For Physical Damage:</i>   |       |
| Non-Profit Organizations With<br>Credit Available Elsewhere ...             | 2.750 |
| Non-Profit Organizations With-<br>out Credit Available Else-<br>where ..... | 2.750 |
| <i>For Economic Injury:</i>   |       |
| Non-Profit Organizations With-<br>out Credit Available Else-<br>where ..... | 2.750 |

The number assigned to this disaster  
for physical damage is 167885 and for  
economic injury is 167890.

(Catalog of Federal Domestic Assistance  
Number 59008)

**Cynthia Pitts,**

*Acting Associate Administrator for Disaster  
Assistance.*

[FR Doc. 2020-26665 Filed 12-3-20; 8:45 am]

**BILLING CODE** 8026-03-P

**STATE JUSTICE INSTITUTE**

**Board of Directors Meeting, Notice**

**AGENCY:** State Justice Institute.

**ACTION:** Notice of meeting.

**SUMMARY:** The SJI Board of Directors  
will be meeting on Monday, December  
7, 2020 at 3:00 p.m. ET. The purpose of  
this meeting is to consider grant  
applications for the 1st quarter of FY  
2021, and other business.

**FOR FURTHER INFORMATION CONTACT:**

Jonathan Mattiello, Executive Director,  
State Justice Institute, 11951 Freedom  
Drive, Suite 1020, Reston, VA 20190,  
(571) 313-8843, *contact@sjj.gov*.

**Authority:** Section 204(j) of the SJI  
Authorization Act (42 U.S.C. 10703 *et seq.*),  
5 U.S.C. Section 552b.

**Jonathan D. Mattiello,**

*Executive Director.*

[FR Doc. 2020-26635 Filed 12-3-20; 8:45 am]

**BILLING CODE** P

**SURFACE TRANSPORTATION BOARD**

[Docket No. FD 36328]

**Ken Tenn Regional Rail Partners,  
Inc.—Construction & Operation  
Exemption—In Fulton County, Ky. and  
Obion County, Tenn.**

On September 2, 2020, Ken Tenn  
Regional Rail Partners, Inc. (KTRRP), a  
noncarrier, filed a petition for  
exemption under 49 U.S.C. 10502 from  
the prior approval requirements of 49  
U.S.C. 10901 for authorization to  
construct and operate approximately  
12.17 miles of rail line (Line) between  
milepost TennKen 51.69 at the  
Hickman-Fulton County River Port  
(Port) in Fulton County, Ky., and  
milepost UCT 450 near Union City, in  
Obion County, Tenn.

KTRRP asks that the Board issue a  
preliminary decision addressing the  
transportation merits of the construction  
project while the environmental review  
is ongoing. As discussed below, the  
Board concludes that such an approach  
is appropriate here and preliminarily  
concludes, subject to completion of the  
ongoing environmental review, that the  
proposed construction meets the

statutory standards for exemption under  
section 10502. This decision only  
addresses the transportation merits,  
however, and does not grant the  
exemption or allow construction to  
begin. After the Board has considered  
the potential environmental impacts  
associated with this proposal, it will  
issue a final decision either granting the  
exemption, with conditions if  
appropriate, or denying it.

**Background**

KTRRP states that it is a non-profit  
corporation created to construct and  
operate the Line by the Fulton County  
Industrial Development Authority of  
Kentucky, which provides assistance  
with economic development in Fulton  
County, and the Industrial Development  
Board of the City of Union City, which  
is an economic development agency and  
sub-entity of Union City. (Pet. 3.)<sup>1</sup>

The petition states that the Port is a  
public entity that provides bulk and  
break-bulk cargo transfer operations for  
a variety of commodities and  
transloading transfer service, storage,  
and rail service. (*Id.* at 3-4.) Rail service  
at the Port is provided by the TennKen  
Railroad Company (TennKen), which  
connects with Canadian National  
Railway Company (CN) at Dyersburg,  
Tenn. (*Id.* at 4.)

As noted above, the proposed Line  
would begin at the Port at milepost  
TennKen 51.69, near the Mississippi  
River, and extend to milepost UCT 450  
in Obion County. (*Id.* at 2.) According  
to KTRRP, two separate segments of the  
Line, totaling 3.47 miles, would be built  
over existing rights-of-way that are not  
currently in use: One would run from  
Union City to the north, on the west  
side of Tennessee Highway 21 to the  
Tennessee/Kentucky state line and then  
along the west side of Kentucky State  
Route 239 to Kentucky State Route 166;  
the other would parallel the east side of  
Kentucky Highway 125 just north of  
Kentucky Highway 166 for  
approximately 0.75 miles. The  
remainder of the Line would be newly  
constructed right-of-way running east to  
west until connecting to TennKen in  
Fulton County, Ky. (*Id.* at 6, Ex. B, Joint  
V.S. Billingsley & Curlin 3.) KTRRP  
notes that the proposed Line ultimately  
would join TennKen with the Union  
City Terminal Railroad to create a 46.1-  
mile loop connecting with CN at both  
Dyersburg and Rives, Tenn. (Pet., Ex. B,  
Joint V.S. Billingsley & Curlin 4.)

KTRRP states that the proposed Line  
is located in an area that is a "lightly

<sup>1</sup> KTRRP states that it intends to contract with a  
Class III rail carrier to operate over the proposed  
Line. (Pet. 5.)