

Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (<http://www.sec.gov/rules/sro.shtml>); or
- Send an email to rule-comments@sec.gov. Please include File Number SR-LTSE-2020-22 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549-1090.

All submissions should refer to File Number SR-LTSE-2020-22. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (<http://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549, on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. All comments received will be posted without change. Persons submitting comments are cautioned that we do not redact or edit personal identifying information from comment submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR-LTSE-2020-22, and should be submitted on or before January 19, 2021.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.¹²

J. Matthew DeLesDernier,
Assistant Secretary.

[FR Doc. 2020-28515 Filed 12-23-20; 8:45 am]

BILLING CODE 8011-01-P

SMALL BUSINESS ADMINISTRATION

Interest Rates

The Small Business Administration publishes an interest rate called the optional "peg" rate (13 CFR 120.214) on a quarterly basis. This rate is a weighted average cost of money to the government for maturities similar to the average SBA direct loan. This rate may be used as a base rate for guaranteed fluctuating interest rate SBA loans. This rate will be 1.13 percent for the January-March quarter of FY 2021.

Pursuant to 13 CFR 120.921(b), the maximum legal interest rate for any third party lender's commercial loan which funds any portion of the cost of a 504 project (see 13 CFR 120.801) shall be 6% over the New York Prime rate or, in the event that rate exceeds the maximum interest rate permitted by the constitution or laws of a given State, the maximum interest rate will be the rate permitted by the constitution or laws of the given State.

John Wade,

Chief, Secondary Market Division, Office of Financial Assistance.

[FR Doc. 2020-28533 Filed 12-23-20; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. AB 1302X]

City of Temple, Tex.—Abandonment Exemption—in Bell County, Tex.

[Docket No. AB 1309X]

Temple & Central Texas Railway, LLC—Discontinuance of Service Exemption—in Bell County, Tex.

The City of Temple, Tex. (the City), and Temple & Central Texas Railway, LLC (TCTR) (collectively, Applicants), jointly filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* for the City to abandon and TCTR to discontinue service over approximately 6.277 miles of rail line between Belton, Tex., milepost 0.0, and Smith, Tex., milepost 6.277, in Bell County, Tex. (the Line). The Line traverses U.S. Postal Service Zip Codes 76513 and 76502.

Applicants have certified that: (1) No local traffic has moved over the Line for at least two years; (2) there is no overhead traffic on the Line; (3) no formal complaint filed by a user of rail service on the Line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the

Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (4) the requirements at 49 CFR 1105.7 and 1105.8 (notice of environmental and historic report), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to these exemptions, any employee adversely affected by the abandonment and discontinuance of service shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received,¹ the exemptions will be effective on January 27, 2021, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,² formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2), and interim trail use/rail banking requests under 49 CFR 1152.29 must be filed by January 7, 2021.³ Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by January 19, 2021.

A copy of any petition filed with the Board should be sent to the City's representative, Peter W. Denton, Steptoe & Johnson LLP, 1330 Connecticut Avenue, NW, Washington, DC 20036, and to TCTR's representative, Bradley S. Gordon, Patriot Rail Company LLC, Patriot Port Holdings LLC, 10752 Deerwood Park Boulevard, Suite 300, Jacksonville, FL 32256.

If the verified notice contains false or misleading information, the exemptions are void ab initio.

Applicants have filed a combined environmental and historic report that

¹ Persons interested in submitting an OFA must first file a formal expression of intent to file an offer, indicating the type of financial assistance they wish to provide (*i.e.*, subsidy or purchase) and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(2)(i).

² The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemptions' effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemptions' effective date.

³ Filing fees for OFAs and trail use requests can be found at 49 CFR 1002.2(f)(25) and (27), respectively.

¹² 17 CFR 200.30-3(a)(12).

addresses the potential effects, if any, of the abandonment on the environment and historic resources. OEA will issue a Draft Environmental Assessment (Draft EA) by December 31, 2020. The Draft EA will be available to interested persons on the Board's website, by writing to OEA, or by calling OEA at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Relay Service at (800) 877-8339. Comments on environmental and historic preservation matters must be filed within 15 days after the Draft EA becomes available to the public.

Environmental, historic preservation, public use, or interim trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), the City shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the Line. If consummation has not been effected by the City's filing of a notice of consummation by December 28, 2021, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available at www.stb.gov.

Decided: December 21, 2020.

By the Board, Allison C. Davis, Director, Office of Proceedings.

Tammy Lowery,
Clearance Clerk.

[FR Doc. 2020-28575 Filed 12-23-20; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. AB 1267 (Sub-No. 1X)]

Cassatt Management, LLC d/b/a Bay Coast Railroad—Discontinuance of Service Exemption—in Norfolk, Va.

Cassatt Management, LLC d/b/a Bay Coast Railroad (BCR), has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* to discontinue service over a rail line comprised of segments (a) between milepost 102.1 and milepost 100.7 (Segment A) and (b) between milepost 100.7 and milepost 100.3 (Segment B), both in Norfolk, Va. (the Line).¹ The

Line traverses U.S. Postal Service Zip Code 23504.

BCR has certified that: (1) No local traffic has moved over the Line in over two years; (2) there has been no overhead traffic over the Line in over two years; (3) no formal complaint filed by a user of rail service on the Line (or a state or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the Surface Transportation Board or any U.S. District Court or has been decided in favor of a complainant within the two-year period; and (4) the requirements at 49 CFR 1105.12 (newspaper publication) and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the discontinuance of service shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA)² to subsidize continued rail service has been received, this exemption will be effective on January 27, 2021, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues and formal expressions of intent to file an OFA to subsidize continued rail service under 49 CFR 1152.27(c)(2)³ must be filed by January 7, 2021.⁴ Petitions for reconsideration must be filed by January 19, 2021.

A copy of any petition filed with Board should be sent to BCR's representative, Eric M. Hocky, Clark Hill, PLC, Two Commerce Square, 2001 Market St., Suite 2620, Philadelphia, PA 19103.

Management LLC—Discontinuance of Service Exemption—Hallwood to Cape Charles, Va., Docket No. AB 1267X.

² Persons interested in submitting an OFA to subsidize continued rail service must first file a formal expression of intent to file an offer, indicating the intent to file an OFA for subsidy and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(2)(i).

³ The filing fee for OFAs can be found at 49 CFR 1002.2(f)(25).

⁴ Because this is a discontinuance proceeding and not an abandonment, interim trail use/rail banking and public use conditions are not appropriate. Because there will be an environmental review during abandonment, this discontinuance does not require environmental review.

If the verified notice contains false or misleading information, the exemption is void ab initio.

Board decisions and notices are available at www.stb.gov.

Decided: December 21, 2020.

By the Board, Allison C. Davis, Director, Office of Proceedings.

Tammy Lowery,
Clearance Clerk.

[FR Doc. 2020-28631 Filed 12-23-20; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. AB 1266 (Sub-No. 1X)]

Canonie Atlantic Co.—Abandonment Exemption—in Norfolk, Va.

On December 8, 2020, Canonie Atlantic Co. (CAC), a Class III rail carrier, filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the prior approval requirements of 49 U.S.C. 10903 to abandon an approximately 1.4-mile rail line in Norfolk, Va., between milepost 100.7 at North Junction and milepost 102.1 at St. Julian (the Line). The Line traverses U.S. Postal Service Zip Code 23504.

CAC states it seeks to abandon the Line because it intends to sell the Line to the Virginia Department of Rail and Public Transportation (DRPT) for public use—specifically, commuter rail transportation. (Pet. 1.) CAC states that no freight traffic has moved over the Line in over two years and that the only recent use of the Line has been to support intercity passenger service by the National Railroad Passenger Corporation (Amtrak). (*Id.* at 1, 4.)¹

In addition to an exemption from 49 U.S.C. 10903, CAC also seeks an exemption from the offer of financial assistance procedures of 49 U.S.C. 10904. In support, CAC argues that there is no overriding public need for freight rail service on the Line and that the right-of-way is needed for a valid public purpose, *i.e.*, DRPT's plans to utilize the Line to facilitate Amtrak passenger rail service. (Pet. 6.) This request will be addressed in the final decision.

CAC states that, based on the information in its possession, the Line does not contain federally granted rights-of-way. Any documentation in

¹ In a related docket, a verified notice of exemption has been filed for BCR to discontinue its operations over the Line, as well as over an adjacent line owned by Norfolk Southern Railway Company between milepost 100.7 and milepost 100.3. See *Cassatt Mgmt., LLC—Discontinuance of Serv. Exemption—in Norfolk, Va.*, Docket No. AB 1267 (Sub-No. 1X).

¹ The verified notice states that Segment A is owned by the Canonie Atlantic Co. (CAC) and Segment B is owned by Norfolk Southern Railway Company. CAC concurrently is seeking Board authority to abandon Segment A. See *Canonie Atl. Co.—Aban. Exemption—in Norfolk, Va.*, Docket No. AB 1266 (Sub-No. 1X). Here, the verified notice states that CAC is acting on behalf of BCR in filing the discontinuance request. See also *Cassatt*