SURFACE TRANSPORTATION BOARD

[Docket No. FD 36202]

Buckingham Branch Railroad Company—Change in Operators Exemption—Cassatt Management, LLC d/b/a Bay Coast Railroad

Buckingham Branch Railroad Company (BB), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to assume operations over the following rail lines: (1) A 2.6-mile rail line, owned by Canonie Atlantic Co. (CAC) on behalf of the Accomack-Northampton Transportation District Commission (ANTDC), extending between milepost 95.0 at Little Creek (Virginia Beach), Va., and milepost 97.6 at Camden Heights (Norfolk), Va. (the Little Creek Line); and (2) a 4.2-mile rail line owned by Norfolk Southern Railway Company (NSR), extending between milepost SN 6.7 at Diamond Springs (Virginia Beach), Va., and milepost SN 2.5 at Coleman Place (Norfolk), Va. (the North Beach and Diamond Springs Line) [1] (collectively, the Lines). According to BB, the Lines represent two branches forming a ''Y'' with an overlapping convergence into the stem at Camden Heights, with milepost SN 2.5 at Coleman Place located west of the convergence. BB states that it will also utilize an additional four miles of trackage rights to facilitate interchange with NSR at Portlock Yard.

BB states that it will provide rail common carrier service to shippers on the Lines and that its operations will replace those of Cassatt Management, LLC d/b/a Bay Coast Railroad (BCR), the current operator.[2] BB further states that BCR seeks to imminently cease operations over the Lines and does not object to the proposed change in operators. According to BB, BCR's ability to continue operation of the Lines has recently become uncertain, and recent personnel departures at BCR have prompted BCR to press for terminating its Norfolk-area operations as soon as possible.[3] BB states it is negotiating a lease and operation agreement with CAC for the Little Creek Line and a lease agreement with NSR to operate over the North Beach and Diamond Springs Line.

BB states that the proposed operation of the Lines does not involve any provision or agreement that would limit future interchange with a third-party connecting carrier. BB also certifies that its projected annual revenues from freight operations will not result in the creation of a Class II or Class I rail carrier.

Under 49 CFR 1150.42(b), a change in operators requires that notice be given to shippers. BB states that it has provided notice of the proposed change in operator to the shippers on the Lines.

BB certifies that on June 13, 2018, it posted notice of the transaction at the workplace of BCR employees as required under 49 CFR 1150.42(e). BB states that BCR employees are not represented by any labor union. Concurrently with its notice of exemption, BB filed a petition for partial waiver of the 60-day advance labor notice requirement under 49 CFR 1150.42(e) to allow the transaction to be consummated on August 1, 2018. The petition for waiver will be addressed in a separate decision, which will establish the earliest date this transaction may be consummated.

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 25, 2018.

An original and 10 copies of all pleadings, referring to Docket No. FD 36202, must be filed with the Surface Transportation Board, 395 E Street SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on BB's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 920, Chicago, IL 60606–2832.

According to BB, this action is excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b)(1).

Board decisions and notices are available on our website at *WWW.STB.GOV.*

Decided: July 13, 2018.

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

Kenyatta Clay,

Clearance Clerk.

[FR Doc. 2018–15331 Filed 7–17–18; 8:45 am]

BILLING CODE 4915–01–P

[1] BB states that NSR formerly leased the North Beach and Diamond Springs Line to another carrier, Eastern Shore Railroad. According to BB, no discontinuance authority is required as this is a change in operators.

[2] *See Cassatt Mgmt. LLC—Lease & Operation Exemption—Canonie Atlantic Co. ex rel. Accomack-Northampton Transp. Dist. Comm'n,* FD 34818 (STB served Feb. 6, 2006).

[3] BB states that the circumstances here are related to those underlying the transaction in *Delmarva Central Railroad—Change in Operator Exemption—Cassatt Management, LLC D/B/A Bay Coast Railroad,* FD 36196 (STB served Jun. 8, 2018).

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Fiscal Year 2019 Tariff-Rate Quota Allocations for Raw Cane Sugar, Refined and Specialty Sugar and Sugar-Containing Products

AGENCY: Office of the United States Trade Representative.

ACTION: Notice.

SUMMARY: The Office of the United States Trade Representative (USTR) is providing notice of country-by-country allocations of the Fiscal Year 2019 (Oct. 1, 2018 through Sept. 30, 2019) in-quota quantity of the tariff-rate quotas for imported raw cane sugar.

DATES: This notice is applicable on July 18, 2018.

FOR FURTHER INFORMATION CONTACT: Dylan Daniels, Office of Agricultural Affairs, at 202–395–6095.

SUPPLEMENTARY INFORMATION: Pursuant to Additional U.S. Note 5 to Chapter 17 of the Harmonized Tariff Schedule of the United States (HTS), the United States maintains tariff-rate quotas (TRQs) for imports of raw cane sugar. Section 404(d)(3) of the Uruguay Round Agreements Act (19 U.S.C. 3601(d)(3)) authorizes the President to allocate the in-quota quantity of a TRQ for any agricultural product among supplying countries or customs areas. The President delegated this authority to the U.S. Trade Representative under Presidential Proclamation 6763 (60 FR 1007).

On June 29, 2018, the Secretary of Agriculture (Secretary) announced the sugar program provisions for Fiscal Year 2019. The Secretary announced an in-quota quantity of the TRQ for raw cane sugar for Fiscal Year 2019 of 1,117,195 metric tons (conversion factor: 1 metric ton = 1.10231125 short tons) raw value (MTRV), which is the minimum amount to which the United States is committed under the World Trade Organization (WTO) Uruguay Round Agreements. USTR is allocating this quantity (1,117,195 MTRV) to the following countries in the amounts specified below:

Country	Fiscal year 2019 raw cane sugar allocations (MTRV)
Argentina	45,281
Australia	87,402
Barbados	7,371
Belize	11,584
Bolivia	8,424
Brazil	152,691
Colombia	25,273

Country	Fiscal year 2019 raw cane sugar allocations (MTRV)
Congo	7,258
Costa Rica	15,796
Cote d'Ivoire	7,258
Dominican Republic	185,335
Ecuador	11,584
El Salvador	27,379
Fiji	9,477
Gabon	7,258
Guatemala	50,546
Guyana	12,636
Haiti	7,258
Honduras	10,530
India	8,424
Jamaica	11,584
Madagascar	7,258
Malawi	10,530
Mauritius	12,636
Mexico	7,258
Mozambique	13,690
Nicaragua	22,114
Panama	30,538
Papua New Guinea	7,258
Paraguay	7,258
Peru	43,175
Philippines	142,160
South Africa	24,220
St. Kitts & Nevis	7,258
Swaziland	16,849
Taiwan	12,636
Thailand	14,743
Trinidad & Tobago	7,371
Uruguay	7,258
Zimbabwe	12,636

These allocations are based on the countries' historical shipments to the United States. The allocations of the in-quota quantities of the raw cane sugar TRQ to countries that are net importers of sugar are conditioned on receipt of the appropriate verifications of origin, and certificates for quota eligibility must accompany imports from any country for which an allocation has been provided. Raw cane sugar for Fiscal Year 2019 TRQs may enter the United States as of October 1, 2018.

Robert Lighthizer,

United States Trade Representative.

[FR Doc. 2018–15266 Filed 7–17–18; 8:45 am]

BILLING CODE 3290–F8–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Hays County, Texas

AGENCY: Texas Department of Transportation (TxDOT), Federal Highway Administration (FHWA), Department of Transportation.

ACTION: Federal notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: FHWA, on behalf of TxDOT, is issuing this notice to advise the public that an EIS will be prepared for a proposed transportation project to construct a new location four lane roadway in and near the City of Kyle in Hays County. The roadway would start west of Kyle and run east to Interstate 35 (I–35), and may follow portions of existing Ranch-to-Market (RM) 150, from west of Arroyo Ranch Road, running east to I–35.

FOR FURTHER INFORMATION CONTACT: Carlos Swonke, Division Director, TxDOT Environmental Affairs Division, 125 East 11th Street, Austin, Texas 78701; Phone (512) 416–2734; email: *carlos.swonke@txdot.gov.* TxDOT's normal business hours are 8:00 a.m.–5:00 p.m. (central time), Monday through Friday.

SUPPLEMENTARY INFORMATION: The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

TxDOT will prepare an EIS for the proposed construction of a new location four lane roadway in and near the City of Kyle in Hays County. The roadway would start west of Kyle and run east to I–35, and may follow portions of existing RM 150, from west of Arroyo Ranch Road, running east to I–35. The proposed project is included in the Capital Area Metropolitan Planning Organization (CAMPO) 2040 Metropolitan Transportation Plan, 2015, as a new location four-lane roadway that may follow portions of the existing RM 150 roadway. The proposed project is approximately 6 miles long.

Proposed improvements to Ranch to Market (RM) 150 are needed because the existing two-lane facility is inadequate to handle existing and future traffic volumes between I–35 and RM 150 west of Kyle, resulting in congestion and safety concerns. In addition, the overall transportation network does not provide sufficient linkage to I–35 to handle existing and future traffic volumes in this growing area of Hays County. The current two-lane facility does not meet current design standards, does not meet the Level of Service to meet increasing travel demand and does not provide a safe and adequate crossing of the Union Pacific Railroad. In addition, regional population growth continues to increase demand for additional capacity and access in this corridor and the region. The purpose of the proposed project is to relieve congestion and improve safety along the existing RM 150 corridor between RM 150 west of Kyle and I–35.

The EIS will develop and evaluate alternatives intended to satisfy the identified purpose and need. The alternatives will include a range of build alternatives and a no-build alternative within the study corridor, which is generally bounded to the north by RM 150 south of Indian Hills Trail, to the east by the existing RM 150 east of Arroyo Ranch Road and through the city of Kyle to I–35, to the south by the intersection of Yarrington Rd. and I–35, and to the west by the Blanco River.

The roadway build alternatives may include limited access and non-limited access (arterial) design. The EIS will evaluate potential impacts from construction and operation of the proposed project, including, but not limited to, the following: Transportation impacts, air quality and noise impacts; water quality impacts including storm water runoff, water recharge zone impacts; impacts to waters of the United States, including wetlands; impacts to floodplains; impacts to historic and archeological resources; socio-economic impacts including environmental justice and limited English proficiency populations; impacts to land use, vegetation and wildlife, including threatened and endangered species and habitat impacts; impacts to or potential displacement of residents and businesses; and impacts to aesthetic and visual resources. TxDOT will issue a single Final EIS and Record of Decision document pursuant to 23 U.S.C. 139(n)(2), unless TxDOT determines statutory criteria or practicability considerations preclude issuance of the combined document.

Anticipated state and federal permits, pending selection of alternatives and field surveys, may include, but are not limited to, the following: United States Army Corps of Engineers (USACE) Section 404 permit, Texas Commission on Environmental Quality (TCEQ) Section 401 Water Quality Certification; TCEQ Texas Pollutant Discharge Elimination System (TPDES) permit, Advisory Council for Historic Preservation (ACHP) Section 106 (National Historic Preservation Act) approval, and United States Fish and Wildlife Service Section 7 (Endangered Species Act) permits and approval.

Public involvement is a critical component of the project development process and will continue throughout the development of the EIS. A draft project coordination plan has been developed in accordance with 23 U.S.C.