

The Director of Major Events and Conferences Staff, Office of Major Events and Conferences, Department of State, 2201 C Street NW., Washington DC, 20520.

NOTIFICATION PROCEDURE:

Individuals who have cause to believe that the Office of the Chief of Protocol or Office of Major Events and Conferences Staff may have records pertaining to him or her should write to the following address: Director; Office of Information Programs and Services, A/ GIS/IPS; SA-2 Department of State; 515 22nd Street NW., Washington, DC 20522-8100.

The individual must specify that he or she requests the records of the Office of the Chief of Protocol or the Office of Major Events and Conferences Staff to be checked. At a minimum, the individual must include the following: Name, date and place of birth, current mailing address and zip code, signature, and any other information helpful in identifying the record.

RECORD ACCESS PROCEDURES:

Individuals who wish to gain access to or amend records pertaining to themselves should write to the Director; Office of Information Programs and Services (address above).

CONTESTING RECORD PROCEDURES:

(See above).

RECORD SOURCE CATEGORIES:

These records contain information collected directly from: The individual who is the subject of these records; employers and public references; other officials in the Department of State; other government agencies; foreign governments; and other public and professional institutions possessing relevant information.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

[FR Doc. 2016-04192 Filed 2-25-16; 8:45 am]

BILLING CODE 4710-24-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 35997]

**County of Greenville, S.C.—
Acquisition Exemption—Rail Line of
Greenville County Economic
Development Corporation**

The County of Greenville, S.C. (County), a non-operating Class III rail carrier and political subdivision of the State of South Carolina, has filed a verified notice of exemption under 49

CFR 1150.41 to acquire from Greenville County Economic Development Corporation (GCEDC) approximately 3.29 miles of rail-banked line between milepost AJK 585.34 in East Greenville, S.C., and milepost AJK 588.63 in Greenville, S.C. (the Line), and to acquire GCEDC's residual common carrier obligation on the Line.¹

According to the County, it has reached an agreement with GCEDC pursuant to which, upon the effectiveness of this transaction, GCEDC will transfer to the County the entirety of its interest in the Line, including its residual common carrier obligation. The end result will be that all of GCEDC's ownership rights and responsibilities in the Line will be transferred to the County and remain rail-banked.

The County states that the proposed acquisition will not involve any provision or agreement between GCEDC and the County that would limit future interchange with a third-party connecting carrier.

The transaction may be consummated on or after March 13, 2016 (30 days after the notice of exemption was filed).

The County certifies that its projected annual revenues as a result of this transaction will not result in its becoming a Class I or Class II rail carrier and will not exceed \$5 million.

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 March 4, 2016 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35997, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy must be served on William A. Mullins, Baker & Miller PLLC, 2401 Pennsylvania Ave. NW., Suite 300, Washington, DC 20037.

According to the County, this action is categorically excluded from environmental review under 49 CFR 1105.6(c).

¹ The Line is rail banked pursuant to § 8(d) of the National Trails System Act, 16 U.S.C. 1247(d). See *Greenville Cty. Econ. Dev. Corp.—Aban. Exemption—in Greenville Cty, S.C.*, AB 490 (Sub-No. 2X) (STB served May 18, 2015). In a letter filed on September 14, 2015, in Docket No. AB 490 (Sub-No. 2X), the County and GCEDC jointly notified the Board that an interim trail use/rail-banking agreement had been reached between the parties. Currently, the County is the trail sponsor, and GCEDC is the owner of the Line and holder of the residual common carrier right to reactivate rail service.

Board decisions and notices are available on our Web site at “WWW.STB.DOT.GOV.”

Decided: February 23, 2016.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

Kenyatta Clay,
Clearance Clerk.

[FR Doc. 2016-04162 Filed 2-25-16; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. FD 35999]

**Olympia & Belmore Railroad, Inc.—
Lease and Operation Exemption
Including Interchange Commitment—
BNSF Railway Company**

Olympia & Belmore Railroad, Inc. (OBRR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to lease from BNSF Railway Company (BNSF), and to operate, approximately 13.06 miles of rail consisting of the following: (1) 5.50 miles of track between milepost 9.07 near Olympia, Wa., and milepost 14.57 near Belmore, Wa., in Thurston County, Wa.; (2) incidental overhead trackage rights over approximately 7.56 miles of Union Pacific Railroad Company track between East Olympia, Wa., and Olympia, Wa.; and (3) joint use of terminal trackage at Olympia, Wa., pursuant to a lease agreement (Agreement) dated February 12, 2016.¹

This transaction is related to a concurrently filed verified notice of exemption in *Genesee & Wyoming Inc.—Continuance in Control Exemption—Olympia & Belmore Railroad*, Docket No. FD 36000, in which Genesee & Wyoming Inc. (GWI) seeks Board approval to continue in control of OBRR under 49 CFR 1180.2(d)(2), upon OBRR's becoming a Class III rail carrier.

As required under 49 CFR 1150.43(h)(1), OBRR has disclosed in its verified notice that the subject Agreement contains an interchange commitment that affects interchange with carriers other than BNSF at the interchange point of East Olympia, Wa. OBRR has provided additional information regarding the interchange commitment as required by 49 CFR 1150.43(h).

¹ OBRR filed a confidential version of the Agreement with its notice of exemption to be kept confidential by the Board under 49 CFR 1104.14(a) without need for the filing of an accompanying motion for protective order under 49 CFR 1104.14(b). OBRR states that exhibits to the Agreement that do not relate to or affect the interchange commitment have been omitted.