

Transportation (TDOT), is rescinding the notice of intent to prepare an EIS for an upgrade to the existing State Route 18 from State Route-64 at Bolivar to State Route-100, Hardeman County. The proposed project was approximately 10 miles in length and had been developed to bypass downtown Bolivar.

TDOT conducted public involvement and agency coordination, developed a purpose and need for the project and developed preliminary alternatives. In August of 2012, TDOT circulated and requested comments on a Preliminary Draft EIS (PDEIS) that was sent to agencies participating in Tennessee's Environmental Streamlining Agreement, including FHWA. Following the PDEIS, TDOT further considered the cost of the project, the project purpose and need and a southern bypass of Bolivar, a separate project that had been approved in a 2004 NEPA Finding of No Significant Impact. They also considered the adverse comments received from the public and resource agencies related to purpose and need, environmental impacts and project cost. Upon full consideration of the issues identified, FHWA and TDOT determined that they would not pursue the State Route 18 (Bolivar Northern Bypass) project.

Comments and questions concerning the proposed action should be directed to FHWA at the address provided above. (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this proposed program.)

Dated: April 3, 2014.

Theresa Claxton,

Planning and Program Mgmt. Team Leader, Nashville, TN.

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. DOT-MARAD-2014-0053]

Request for Comments of a Previously Approved Information Collection

AGENCY: Maritime Administration (MARAD), Department of Transportation.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information

Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comments. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on December 20, 2013 (**Federal Register** 77203, Vol. 78, No. 245).

DATES: Comments must be submitted on or before May 9, 2014.

FOR FURTHER INFORMATION CONTACT:

Michael Yarrington, Chief, Office of Marine Insurance, MAR-712, Maritime Administration, Room W23-312, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 366-1915.

SUPPLEMENTARY INFORMATION:

Title: War Risk Insurance, Applications and Related Information.

OMB Control Number: 2133-0011.

Type of Request: Renewal of a Previously Approved Information Collection.

Abstract: As authorized by Section 1202, Title XII, Merchant Marine Act, 1936, as amended, the Secretary of the U.S. Department of Transportation may provide war risk insurance adequate for the needs of the waterborne commerce of the United States if such insurance cannot be obtained on reasonable terms from qualified insurance companies operating in the United States. This collection is required for the program.

Affected Public: Vessel owners or charterers interested in participating in MARAD's war risk insurance program.

Estimated Number of Respondents: 20.

Estimated Number of Responses: 20.

Annual Estimated Total Annual Burden Hours: 256.

ADDRESSES: Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW., Washington, DC 20503. Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.93.

Dated: April 1, 2014.

Julie P. Agarwal,

Secretary, Maritime Administration.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 290 (Sub-No. 362X)]

Norfolk Southern Railway Company—Discontinuance of Service Exemption—in Isle of Wight County and the City of Suffolk, Va.

On March 20, 2014, Norfolk Southern Railway Company (NSR) filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to discontinue service over approximately 17.8 miles of rail line in Isle of Wight County and the independent City of Suffolk, Va., extending from milepost FD 19.2 in Suffolk to milepost FD 37.0 near Franklin, Va. (the Line). The Line traverses United States Postal Service Zip Codes 23434, 23437, and 23851, and includes the stations of Franklin, Holland, and Suffolk (the petition states that Suffolk will remain an active station because a portion of that station is located east of the subject discontinuance limits). According to the petition, the Line is stub-ended and therefore not capable of handling overhead traffic.

NSR states that, based on information in its possession, the Line does not contain federally granted rights-of-way. Any documentation in NSR's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by July 8, 2014.

Because this is a discontinuance proceeding and not an abandonment proceeding, interim trail use/rail banking and public use conditions are not appropriate. Similarly, no environmental or historic documentation is required under 49 CFR 1105.6(c)(2) and 1105.8(b).