

acres of airport property is necessary for the development of the center. As part of this proposal, the Federal and State agencies that participated in the environmental study for the Runway 35 extension have reviewed this proposal. All interested agencies have concurred that there would be no adverse environmental impacts as a result of this land exchange and that the proposed release and exchange of 1.0 acres for 4.3 acres of similarly situated land would be beneficial for the Runway 35 extension mitigation site. The Airport also completed a Real Estate Appraisal Report for the parcels. The appraisal was conducted in accordance with the Uniform Standards of Professional Appraisal Practice (USPAP). The appraisal concludes that the Manchester-Boston Regional Airport will receive additional value for the land that it is acquiring in this proposed release and exchange.

Interested persons may inspect the request and supporting documents by contacting the FAA at the address listed under **FOR FURTHER INFORMATION CONTACT**. All comments will be considered by the FAA to the extent practicable.

Issued in Burlington, Massachusetts, July 9, 2014.

Mary T. Walsh,

Manager, New England Airports Division.

[FR Doc. 2014-16728 Filed 7-15-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35844]

Stillwater Central Railroad, LLC— Acquisition Exemption Containing Interchange Commitment—Oklahoma Department of Transportation

Stillwater Central Railroad, LLC (SLWC), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire from the state of Oklahoma (the State), acting through the Oklahoma Department of Transportation (ODOT), and to operate approximately 97.5 miles of rail line between milepost 438.9 in Sapulpa, Okla., and milepost 536.4 in eastern Oklahoma City, Okla. (the Line).

The State, by and through ODOT, acquired the Line from The Burlington Northern and Santa Fe Railway Company (now known as the BNSF Railway Company) (BNSF), pursuant to an agreement dated February 12, 1998.¹

¹ The acquisition was authorized by the Board in *State of Oklahoma by & through the Oklahoma*

According to SLWC, the agreement between ODOT and BNSF contains an interchange commitment that ODOT is contractually obligated to assign to any future purchaser of the Line. SLWC notes that the affected interchange point is Sapulpa. As required under 49 CFR 1150.43(h)(1), SLWC provided additional information regarding the interchange commitment. SLWC has certified that its projected annual revenues as a result of this transaction will not result in SLWC's becoming a Class II or Class I rail carrier, but that its projected annual revenues will exceed \$5 million. Accordingly, SLWC is required, at least 60 days before this exemption is to become effective, to send notice of the transaction to the national offices of the labor unions with employees on the affected lines, post a copy of the notice at the workplace of the employees on the affected lines, and certify to the Board that it has done so. 49 CFR 1150.42(e). SLWC asserts that providing the 60-day notice would serve no useful purpose because SLWC already has authority to operate the Line under lease from ODOT.

SLWC, concurrently with its notice of exemption, filed a petition for waiver of the 60-day advance labor notice requirement under 1150.42(e), asserting that, although ODOT is the owner of the Line, ODOT also is a noncarrier, therefore: (1) No ODOT employees will be affected because no ODOT employees have performed operations or maintenance on the Line; and (2) no SLWC employees will be affected because SLWC will continue to provide the same service and maintenance on the Line as it has been providing since the inception of the lease. SLWC states that the transaction will simply convert SLWC's lease of the Line to an ownership interest. SLWC's waiver request will be addressed in a separate decision.

SLWC states that it intends to consummate the transaction on or after July 31, 2014 (after the effective date of this transaction, which is July 30, 2014). The Board will establish in the decision on the waiver request the earliest date this transaction may be consummated.

If the 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

Department of Transportation—Acquisition Exemption—The Burlington Northern & Santa Fe Railway, FD 33620 (STB served July 10, 1998). On that same date, SLWC was authorized to lease and operate the Line. See, Stillwater Cent. R.R.—Lease and Operation Exemption—State of Okla. by & through the Okla. Dep't of Transp., FD 33621 (STB served July 10, 1998).

a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than July 23, 2014.

An original and 10 copies of all pleadings, referring to Docket No. FD 35844, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Karl Morell, Ball Janik LLP, Suite 225, 655 Fifteenth St. NW., Washington, DC 20005.

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

Decided: July 11, 2014.

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

Derrick A. Gardner,

Clearance Clerk.

[FR Doc. 2014-16692 Filed 7-15-14; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF THE TREASURY

Proposed Collection; Comment Request; Departmental Offices

AGENCY: Departmental Offices, Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to comment on an extension of an existing information collection, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the Office of Financial Stability, within the Department of the Treasury, is soliciting comments concerning grants to states for low-income housing projects in lieu of tax credits.

DATES: Written comments should be received on or before September 15, 2014 to be assured of consideration.

ADDRESSES: Send comments regarding the burden estimate, or any other aspect of the information collection, including suggestions for reducing the burden, to Jean Whaley, Department of the Treasury, 1500 Pennsylvania Avenue NW., Room 2045, Washington, DC 20220 or to 1602Reports@treasury.gov.

FOR FURTHER INFORMATION CONTACT: Requests for additional information should be directed to Jean Whaley, Department of the Treasury, 1500 Pennsylvania Avenue NW., Room 2045, Washington, DC 20220 or to 1602Reports@treasury.gov.

SUPPLEMENTARY INFORMATION: