

that is permitted only in the appropriate narrow circumstances contemplated by FINRA rules, the Commission notes the high number of cases where arbitrators grant brokers' expungement requests. When information is expunged from the CRD, it is no longer available to regulators, broker-dealers, or the investing public. Both regulators and the investing public are disadvantaged when factual information is removed from the CRD.⁵⁴ The Commission encourages FINRA to conduct a comprehensive review of its expungement rules and procedures to determine whether additional rulemaking is necessary or appropriate to assure that expungement in fact is treated as an extraordinary remedy that is permitted only where the information to be expunged has no meaningful investor protection or regulatory value.

For the reasons discussed above, the Commission finds that the proposed rule change is consistent with the Act.

V. Conclusion

It is therefore ordered, pursuant to Section 19(b)(2) of the Act,⁵⁵ that the proposed rule change (SR-FINRA-2014-020), be, and hereby is, approved.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.⁵⁶

Kevin M. O'Neill,
Deputy Secretary.

Exhibit A—List of Comment Letters Received for SR-FINRA-2014-020

1. Steven B. Caruso, Maddox Hargett Caruso, P.C., dated April 21, 2014 ("Caruso")
2. Nicole Iannarone, Assistant Clinical Professor, Tim Guilmette, Student Intern, and Nataliya Obikhod, Student Intern, Georgia State University College of Law, dated May 1, 2014 ("GSU")
3. Philip M. Aidikoff, Aidikoff, Uhl and Bakhtiari, dated May 1, 2014 ("Aidikoff")
4. Ryan K. Bakhtiari, Aidikoff, Uhl and Bakhtiari, dated May 5, 2014 ("Bakhtiari")
5. Richard P. Ryder, dated May 5, 2014 ("Ryder")
6. Leonard Steiner, Steiner & Libo, PC, dated May 6, 2014 ("Steiner")
7. Barry D. Estell, dated May 7, 2014 ("Estell")
8. George H. Friedman, George H. Friedman Consulting, LLC, dated May 13, 2014

⁵⁴ Indeed, Section 15A(i) of the Act requires FINRA to collect and make available "information reported in connection with the registration or licensing of brokers and dealers and their associated persons, including disciplinary actions, regulatory, judicial, and arbitration proceedings, and other information required by law or exchange or association rule, and the source and status of such information. See 15 U.S.C. 78o-3(i)(5).

⁵⁵ 15 U.S.C. 78s(b)(2).

⁵⁶ 17 CFR 200.30-3(a)(12).

- ("Friedman")
9. Jason Doss, President, Public Investors Arbitration Bar Association, dated May 13, 2014 ("PIABA")
 10. David T. Bellaire, Executive Vice President and General Counsel, Financial Services Institute, dated May 14, 2014 ("FSI")
 11. Andrea Seidt, North American Securities Administrators Association ("NASAA") President and Ohio Securities Commissioner, dated May 14, 2014 ("NASAA")
 12. Jill Gross, Director, Elissa Germaine, Supervising Attorney, and Michelle N. Robinson, Student Intern, John Jay Legal Services, Inc., Pace University School of Law, dated May 14, 2014 ("Pace")
 13. Kevin M. Carroll, Managing Director and Associate General Counsel, Securities Industry and Financial Markets Association, dated May 14, 2014 ("SIFMA")
 14. Ronald M. Amato, Amato Law Firm, LLC, dated May 15, 2014 ("Amato")
 15. Harry A. Jacobowitz, Database Manager, Securities Arbitration Commentator, Inc., dated May 16, 2014 ("Jacobowitz")

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Supplemental Final Environmental Impact Statement; Washington, DC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent to Prepare a Supplemental Final Environmental Impact Statement (SFEIS).

SUMMARY: The U.S. Federal Highway Administration (FHWA) in coordination with the District of Columbia Department of Transportation (DDOT) in Washington, DC is issuing this notice to advise agencies and the public that a Supplemental Final Environmental Impact Statement (SFEIS) will be prepared for the South Capitol Street Project (the Project). The Project proposes to make major changes to the South Capitol Street Corridor from Firth Sterling Avenue SE to Independence Avenue and the Suitland Parkway from Martin Luther King, Jr. Avenue SE., to South Capitol Street, including replacing the existing Frederick Douglass Memorial Bridge over the Anacostia River.

FOR FURTHER INFORMATION CONTACT: Federal Highway Administration, District of Columbia Division: Mr. Michael Hicks, Environmental/Urban Engineer, 190 K Street NW., Suite 510, Washington, DC 20006-1103, (202) 219-3513, email: michael.hicks@dot.gov; or the District of Columbia Department of

Transportation: Mr. E.J. Simie, PE, Project Manager, 55 M Street SE., Suite 400, Washington, DC 20003, (202) 671-2800, email: ej.simie@dc.gov.

SUPPLEMENTARY INFORMATION: In March 2011, the FHWA in conjunction with DDOT approved release of the Final Environmental Impact Statement (FEIS) for the Project. The availability of the FEIS was announced in the April 8, 2011 **Federal Register**. The alternatives examined in detail in the FEIS included a No Build Alternative and three build alternatives: Build Alternatives 1 and 2 and the Preferred Alternative, which was a modification of Build Alternative 2. A movable arched bascule was selected for the new Frederick Douglass Memorial Bridge. The alignment of the new bridge would be at an angle from the existing bridge to allow the swing span on the existing bridge to remain operational during construction, which meant that right-of-way would be needed from Joint Base Anacostia-Bolling (JBAB). Build Alternatives 1 and 2 were eliminated from consideration in the FEIS and, therefore, will not be considered in the SFEIS.

Since publication of the FEIS, FHWA and DDOT have considered major changes regarding the design of the FEIS Preferred Alternative. Most notably, DDOT reconsidered the need to obtain right-of-way from JBAB, which resulted in changing the alignment of the proposed new Frederick Douglass Memorial Bridge to a location immediately south of and parallel to the existing bridge. In addition, new information about current and planned navigation along the Anacostia River, including the navigation requirements of the U.S. Navy (USN), led to the decision to make the new bridge a fixed span structure instead of a movable span structure. Other notable design revisions made to the FEIS Preferred Alternative include the conversion of the east side traffic circle to a traffic oval similar in size to the proposed west traffic oval, and changes to the proposed ramps or ramp modifications between South Capitol Street and I-695, Suitland Parkway and I-295, and Martin Luther King, Jr. Avenue SE. and Suitland Parkway. Due to these and other design changes, a Revised Preferred Alternative was developed.

The SFEIS will be prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4371, *et seq.*), Council on Environmental Quality (CEQ) regulations (40 CFR parts 1500-1508), FHWA Code of Federal Regulations (23 CFR 771.101-771.137, *et seq.*), and all

applicable Federal, State, and local government laws, regulations, and policies. The SFEIS will describe the proposed changes to the FEIS Preferred Alternative, update the affected environment, and describe the anticipated environmental impacts of the Revised Preferred Alternative in comparison to the anticipated environmental impacts disclosed in the FEIS for the FEIS Preferred Alternative. The Purpose and Need of the Project did not change from the FEIS. The U.S. Navy; U.S. Army Corps of Engineers; U.S. Coast Guard; the National Park Service; and the District of Columbia Department of the Environment will continue to serve as Cooperating Agencies for the Project.

A 30-day review period will be provided following the Notice of Availability of the SFEIS in the **Federal Register**, and a public meeting will be held within this review period. The public meeting will be conducted by DDOT and announced a minimum of 15 days in advance of the meeting. DDOT will provide information for the public meeting, including date, time and location through a variety of means including the Project Web site (<http://www.southcapitolis.com>) and by newspaper advertisement.

To ensure that the full range of issues is identified early in the process, comments are invited from all interested and/or potentially affected parties. Comments or questions concerning this Notice should be directed to the FHWA and DDOT at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205 Highway Planning and Construction. The regulations and implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: July 23, 2014.

Joseph C. Lawson,

Division Administrator, District of Columbia Division, Federal Highway Administration.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation (DOT).

ACTION: Notice.

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 has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notices with a 60-day and a 30-day comment period were published on February 27, 2012 (77 FR 11626) and on December 23, 2013 (78 FR 77554), respectively. No comments were received on this matter.

This document describes the collection of information for which NHTSA intends to seek OMB approval. The collection of information described is the "Consolidated Child Restraint System Registration, Labeling and Defect Notification." (OMB Control Number: 2127-0576)

DATES: Comments must be submitted on or before August 27, 2014.

FOR FURTHER INFORMATION CONTACT: Ms. Cristina Echemendia at U.S. Department of Transportation, NHTSA, 1200 New Jersey Avenue SE., West Building Room W43-447, NVS-113, Washington, DC 20590. Mrs. Cristina Echemendia's telephone number is (202) 366-6345 and fax number is (202) 366-7002.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: Consolidated Child Restraint System Registration, Labeling and Defect Notifications.

OMB Control Number: 2127-0576.

Type of Request: Label revision of a currently approved collection.

Abstract: A final rule published on February 27, 2012 (77 FR 11626) amended the Federal motor vehicle safety standard for child restraint systems (CRSs) to expand its applicability to child restraints sold for children weighing up to 80 pounds (lb). The final rule also added a sentence to the printed instructions and labeling of certain CRSs (those that have internal harnesses, and that are recommended for older children). Currently, child restraint manufacturers are required to provide printed instructions with step by-step information on how the restraint is to be used. Without proper use, the effectiveness of these systems is greatly diminished. Each CRS must also have a permanent label.¹ A permanently

attached label gives "quicklook" information on whether the restraint meets the safety requirements, recommended installation and use, and warnings against misuse. The requested revision is to add a sentence to the existing instructions brochure and labeling that will inform the consumer that the lower anchors of a Lower Anchors and Tethers for Children (LATCH) system may only be used for children weighing "x" lb or less, where the "x" value depends on the weight of the CRS. The purpose of this label is to reduce consumer confusion about using LATCH, and to assure that the lower anchors will be able to withstand the forces generated by the child and CRS in virtually all crashes.

Under the final rule, CRSs equipped with internal harnesses to restrain the child and with components to attach to a child restraint anchorage system, will be required to be labeled with a child weight limit for using the lower anchors to attach the child restraint to the vehicle. The child weight limit depends on the weight of the CRS.

On February 25, 2014 the agency published a final rule responding to petitions for reconsideration (79 FR 10396) of the February 2012 final rule. The petitions stated, among other things, that the label that was required by the 2012 rule was unclear and could be misunderstood. In response, NHTSA made minor adjustments to the labeling requirement to make it clearer and more reader friendly.

NHTSA anticipates a change to the hour burden or costs associated with the revised child restraint labels and written instructions. Child restraint manufacturers produce, on average, a total of approximately 4,500,000 child restraints per year. The label would apply to approximately 50 percent of the total annual production (2,250,000 units). The hour burden associated with the revised label consists of the child restraint manufacturer: (1) Determining the maximum allowable child weight when using the lower anchor attachments as a means of installation and (2) adding this information on an existing label and instruction manual. We estimate 2 seconds of additional burden per child restraint for the determination of the maximum allowable weight and the addition of the information on the existing label and instruction manual (2 seconds × 2,250,000 units = 4,500,000 seconds = 1,250 hours).

information, so that owners can be notified about noncompliance or defect recall campaigns. These owner registration requirements are not affected by the final rule (77 FR 11626).

¹ FMVSS No. 213 also requires child restraint manufacturers to provide owner-registration cards and to keep records relating to owner registration