jurisdiction by law or special expertise with respect to potential environmental issues (such as FRA and FTA) will be requested to act as Cooperating Agencies in accordance with 40 CFR 1501.16. Agencies and the public will be notified of the dates, times, and locations of the scoping meetings at a later date. Additional public meetings will also be held on dates to be determined at a later time. In addition to public meetings, public hearings will also be held. Public notice will be given of the times and places for the public meetings and public hearings. Because of the geographic scope of the project, public meetings and public hearings may be conducted at multiple locations. Opportunities for public participation will also be announced through mailings, notices, advertisements, and on the EIS Web page *http://www.LoneStarRail.com.*

To ensure that the full range of issues related to this proposed action is addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Such comments or questions concerning this proposed action should be directed to the 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 program.)

Issued on: September 29, 2014.

Salvador Deocampo,

District Engineer.

[FR Doc. 2014–23711 Filed 10–3–14; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2014–0090]

Notice of Buy America Waiver

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

ACTION: Correction to Notice of Buy America Waiver

SUMMARY: On September 16, 2014, NHTSA published a Notice of Buy America Waiver that provided findings to requests from the Michigan Office of Highway Safety Planning (OHSP) to waive the requirements of Buy America. The Notice stated an effective date of October 16, 2014. However, that date did not correctly reflect NHTSA's intentions for the effective date. Also, the Notice did not accurately cite the appropriate section of the United States Code for motorcyclist safety grant funds, 23 U.S.C. 405(f). This document corrects those errors.

DATES: The effective date of this correction is the date of publication October 6, 2014.

FOR FURTHER INFORMATION CONTACT: For program issues, contact Barbara Sauers, Office of Regional Operations and Program Delivery, NHTSA (phone: 202–366–0144). For legal issues, contact Andrew DiMarsico, Office of Chief Counsel, NHTSA (phone: 202–366–5263). You may send mail to these officials at National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590.

SUPPLEMENTARY INFORMATION: On September 16, 2014, NHTSA published a Notice of Buy America Waiver that provided findings in regards to five requests from the Michigan Office of Highway Safety Planning (OHSP) to waive the requirements of Buy America. In summary, NHTSA found the following:

- A waiver of the Buy America requirements, 23 U.S.C. 313, was appropriate for OHSP to purchase a portable data projector, wireless remote control presenter, DVDs, high-visibility motorcycle vests and twenty training motorcycles.
- A non-availability waiver of the Buy America requirements was inappropriate for OHSP to lease a copy/printer/fax machine.

Need for Correction

The Notice of Buy America Waiver stated the waiver was effective on October 16, 2014. This date did not correctly state NHTSA's intentions. On September 16, 2014, at 79 FR 55529, NHTSA intended the waiver to be effective on an earlier date in order to allow the grantee an opportunity to purchase the items requested. Also, the Notice did not accurately cite the appropriate section of the United States Code for motorcyclist safety grant funds. The Notice cited to 23 U.S.C. 405(g), but NHTSA intended to cite 23 U.S.C. 405(f) for motorcyclist safety grant funds.

In FR Doc. 2014–0090 appearing on page 55529 of the **Federal Register** of Tuesday, September 16, 2014, the following corrections are made:

In the **DATES** section in the left column, revise the paragraph to read as follows:

''The effective date of this waiver is the date of publication.''

In the **SUPPLEMENTARY INFORMATION** section in the middle column, revise the first and second paragraph to cite the following provision: ''23 U.S.C. 405(f).''

Issued in Washington, DC, on September 30, 2014, under authority delegated in 49 CFR part 1.95.

O. Kevin Vincent,

Chief Counsel.

[FR Doc. 2014–23822 Filed 10–3–14; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 55 (Sub-No. 736X; Docket No. AB 290 (Sub-No. 368X]

CSX Transportation, Inc.—Abandonment Exemption—in Knoxville, Knox County, Tenn.; Norfolk Southern Railway Company—Discontinuance of Service Exemption—in Knoxville, Knox County, Tenn.

CSX Transportation, Inc. (CSXT) and Norfolk Southern Railway Company (NSR) (collectively, applicants) have jointly filed a verified notice of exemption under 49 CFR part 1152 subpart F–*Exempt Abandonments and Discontinuances of Service* for CSXT to abandon, and for NSR to discontinue service over, approximately 1.18 miles of rail line on CSXT's Second Creek Spur on CSXT's Central Region, Huntington Division, KD Subdivision between milepost 0KS 275.09 (Valuation Station 15304+87) at the end of the track and milepost 0KS 276.27 (Valuation Station 15368+89 near West Baxter Avenue in Knoxville, Knox County, Tenn. (the Line). The Line traverses United States Postal Service Zip Code 37921 and includes no stations.

Applicants have certified that: (1) No local traffic has moved over the Line for at least two years; (2) any overhead traffic on the Line can be rerouted over other lines; (3) no formal complaint has been filed by a user of rail service on the Line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line, and no such complaint is either pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of a complainant within the two-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to these exemptions, any employee adversely affected by the