

by Telephone: 202-653-4718 Fax: 202-653-4608, or by email at swebb@imls.gov, or by teletype (TTY/TDD) for persons with hearing difficulty at 202-653-4614.

SUPPLEMENTARY INFORMATION: The Institute of Museum and Library Services is the primary source of federal support for the nation's libraries and museums. We advance, support, and empower America's museums, libraries, and related organizations through grant making, research, and policy development. Our vision is a nation where museums and libraries work together to transform the lives of individuals and communities. To learn more, visit www.imls.gov.

OMB is particularly interested in comments that help the agency to:

- Evaluate whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;
- Evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;
- Enhance the quality, utility, and clarity of the information to be collected; and
- Minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submission of responses).

Current Actions: The goal of IMLS Inspire! Grants for Small Museums (IGSM) is to support projects that strengthen the ability of small museums to serve their community. This new initiative will specifically support small museums by funding relevant activities that are clearly linked to an individual institution's organizational priorities and broader community needs. IMLS Inspire! Grants for Small Museums is being offered as a special initiative with funding from the Museums for America Program. This action is to create the forms and instructions for the Notice of Funding Opportunity for the next three years.

Agency: Institute of Museum and Library Services.

Title: 2019-2021 IMLS Inspire! Grants for Small Museums Notice of Funding Opportunity.

OMB Number: 3137-TBD.

Frequency: Once per year.

Affected Public: Museum organization applicants.

Number of Respondents: 125.

Estimated Average Burden per

Response: 35 hours.

Estimated Total Annual Burden: 4,375 hours.

Total Annualized capital/startup costs: n/a.

Total Annual costs: \$99,356.

Dated: June 12, 2018.

Kim Miller,

Grants Management Specialist, Office of Grants Policy and Management.

[FR Doc. 2018-12866 Filed 6-14-18; 8:45 am]

BILLING CODE 7036-01-P

NATIONAL TRANSPORTATION SAFETY BOARD

Investigative Hearing

Two recent Amtrak (National Railroad Passenger Corporation) accidents have motivated this investigative hearing: First, an Amtrak overspeed derailment in a 30 mph curve that occurred in DuPont, Washington, and, second, an Amtrak head-on collision with a standing freight train in Cayce, South Carolina.

The first accident occurred on December 18, 2017, at 7:33 a.m., Pacific standard time, and involved southbound Amtrak passenger train 501, consisting of a leading and trailing locomotive, a power car, 10 passenger railcars, and a luggage car. Train 501 was traveling at 78 mph when it derailed from a highway overpass near DuPont, Washington. The train was on its first regular passenger service trip on a single main track (Lakewood subdivision) at milepost (MP) 19.86. The lead locomotive, the power car, and two passenger railcars derailed onto Interstate 5. Fourteen highway vehicles came into contact with the derailed equipment. At the time of the accident, 77 passengers, 5 Amtrak employees, and a Talgo Incorporated technician were on the train.¹ Of these individuals, 3 passengers were killed and 62 passengers and crewmembers were injured. Eight individuals in highway vehicles were also injured. The damage is estimated to be more than \$40 million. At the time of the accident, the temperature was 48 °F, the wind was from the south at 9 mph, and the visibility was 10 miles in light rain.

The second accident occurred on February 4, 2018, about 2:27 a.m. eastern standard time, and involved southbound Amtrak train 91, operating on a track warrant. Train 91 was

diverted from the main track through a hand-thrown switch into a siding and collided head-on with stationary CSX Transportation (CSX) local freight train F777 03.² The accident occurred on the CSX Columbia subdivision in Cayce, South Carolina. The engineer and conductor of the Amtrak train died in the collision, and at least 92 passengers and crewmembers on the Amtrak train were transported to medical facilities. The engineer of the stopped CSX train had exited the lead locomotive before the Amtrak train entered the siding, ran to safety, and was not injured. The conductor of the CSX lead locomotive saw the Amtrak train approaching in the siding and ran to the back of locomotive.

The investigative hearing will discuss the following issue areas:

- Amtrak Operations on Host Railroads.
- Addressing Safety in Preparation for the Point Defiance Bypass.
- Managing Safety on Passenger Railroads.
- International Approach to Passenger Train Operations on Shared Use and Safety Management Principles From Other Industries.

Parties to hearing are the Federal Railroad Administration (FRA); Amtrak; CSX; Sound Transit; Brotherhood of Locomotive Engineers and Trainmen; Brotherhood of Railroad Signalmen; International Association of Sheet Metal, Air, Rail and Transportation Workers; Washington State Utilities and Transportation Commission; and the Washington State Department of Transportation.

Order of Proceedings

1. Opening Statement by the Chairman of the Board of Inquiry
2. Introduction of the Board of Inquiry and Technical Panel
3. Introduction of the Parties to the Hearing
4. Introduction of Exhibits by Hearing Officer
5. Overview of the incident and the investigation by Investigator-In-Charge
6. Calling of Witnesses by Hearing Officer
7. Closing Statement by the Chairman of the Board of Inquiry

The investigative hearing will be held in the NTSB Board Room and Conference Center, located at 429 L'Enfant Plaza SW, Washington, DC on

² *Track warrant* is a method of authorizing movements or protecting employees or on-track equipment in signaled or nonsignaled territory on controlled track within specified signals. These movements are under the jurisdiction of the train dispatcher.

¹ Talgo Incorporated, which was the original manufacturer of the passenger railcars, has the service and maintenance contract.

Tuesday, July 10, 2018, and Wednesday, July 11, 2018, beginning at 8:30 a.m. Media planning to cover the investigative hearing are asked to contact the NTSB's chief of media relations, Chris O'Neil at 202-314-6133 or christopher.oneil@ntsb.gov.

The investigative hearing will be transmitted live via the NTSB's website at <http://www.capitolconnection.net/capcon/ntsb/ntsb.htm>. A link for webcast will be available shortly before the start of the hearing. An archival video of the hearing will be available via the website for 30 days after the hearing.

Individuals requiring reasonable accommodation and/or wheelchair access directions should contact Ms. Rochelle McCallister at (202) 314-6305 or by email at rochelle.mccallister@ntsb.gov.

NTSB Investigative Hearing Officer: Mr. Robert "Joe" Gordon—robert.gordon@ntsb.gov.

Candi R. Bing,

Federal Register Liaison Officer.

[FR Doc. 2018-12846 Filed 6-14-18; 8:45 am]

BILLING CODE 7533-01-P

NUCLEAR REGULATORY COMMISSION

[Docket No. 70-1151; NRC-2015-0039]

Westinghouse Electric Company, LLC; Columbia Fuel Fabrication Facility

AGENCY: Nuclear Regulatory Commission.

ACTION: Environmental assessment and finding of no significant impact; issuance.

SUMMARY: The U.S. Nuclear Regulatory Commission (NRC) is considering the renewal of Special Nuclear Materials (SNM) License No. SNM-1107 to allow Westinghouse Electric Company, LLC (WEC) to continue to operate its Columbia Fuel Fabrication Facility (CFFF) for an additional 40 years. The NRC has prepared a final environmental assessment (EA) and finding of no significant impact (FONSI) for this licensing action.

DATES: The final EA referenced in this document was made available on June 8, 2018.

ADDRESSES: Please refer to Docket ID NRC-2015-0039 when contacting the NRC about the availability of information regarding this document. You may obtain publicly-available information related to this document using any of the following methods:

- *Federal Rulemaking Website:* Go to <http://www.regulations.gov> and search

for Docket ID NRC-2015-0039. Address questions about NRC dockets to Jennifer Borges; telephone: 301-287-9127; email: Jennifer.Borges@nrc.gov. For technical questions, contact the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this document.

- *NRC's Agencywide Documents Access and Management System (ADAMS):* You may obtain publicly-available documents online in the ADAMS Public Documents collection at <http://www.nrc.gov/reading-rm/adams.html>. To begin the search, select "ADAMS Public Documents" and then select "Begin Web-based ADAMS Search." For problems with ADAMS, please contact the NRC's Public Document Room (PDR) reference staff at 1-800-397-4209, 301-415-4737, or by email to pdr.resource@nrc.gov. The ADAMS accession number for each document referenced (if it is available in ADAMS) is provided the first time that it is mentioned in this document.

- *NRC's PDR:* You may examine and purchase copies of public documents at the NRC's PDR, Room O1-F21, One White Flint North, 11555 Rockville Pike, Rockville, Maryland 20852.

FOR FURTHER INFORMATION CONTACT: Jessie Muir Quintero, U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001; telephone: 301-415-7476, email: Jessie.Quintero@nrc.gov.

SUPPLEMENTARY INFORMATION:

I. Introduction

The NRC is considering renewing License SNM-1107 to allow WEC to continue to operate its CFFF for an additional 40 years. The license renewal period of 40 years would begin once the NRC approves the renewal. As required by part 51 of title 10 of the *Code of Federal Regulations* (10 CFR), "Environmental Protection Regulation for Domestic Licensing and Related Regulatory Functions," the NRC prepared an EA (ADAMS Accession No. ML18120A318). Based on the results of the final EA, described as follows, the NRC has determined not to prepare an environmental impact statement (EIS) for the license renewal, and is issuing a FONSI.

II. Environmental Assessment

Description of the Proposed Action

WEC submitted a license renewal application in 2014 (ADAMS Accession No. ML14352A111), which was updated in March 2018 (ADAMS Accession No. ML18087A400) to operate CFFF for an additional 40 years. The 40-year timeframe would begin upon NRC's

approval of the license renewal application.

Need for the Proposed Action

The proposed action would allow CFFF to continue to be a source of nuclear fuel for commercial nuclear power plants.

Environmental Impacts of the Proposed Action

The NRC assessed the potential environmental impacts from the renewal of License SNM-1107 for an additional 40 years and determined there would be noticeable but not significant impacts to the quality of the human environment. WEC is not proposing any new construction or land disturbance activities. Although there is existing ground-water contamination on site, it has not migrated offsite or into the deeper aquifers and there is currently no pathway for human exposure. WEC's environmental monitoring program will continue to provide information on existing ground-water contamination and help identify future unintended releases to the environment. If needed, WEC will implement corrective actions to address contamination in the surface water and ground water. NRC expects that WEC will continue to meet all local, State, and Federal requirements, including its National Pollutant Discharge Elimination System permit and its obligations with the South Carolina Department of Health and Environmental Control (SCDHEC) under its voluntary cleanup contract related to ground-water contamination.

Environmental Impacts of the Alternatives to the Proposed Action

As an alternative to the proposed action, the NRC staff considered denial of the proposed action (*i.e.*, the "no-action" alternative). The no-action alternative would mean that the NRC would not approve the license renewal. The CFFF would continue to operate under its current license until it expires on September 30, 2027. The NRC staff previously evaluated the environmental impacts of WEC continuing to operate the CFFF until September 2027 when it approved WEC's license renewal in 2007. The NRC staff concluded in the 2007 EA that the continued operation of the CFFF site would not result in a significant impact to the environment (ADAMS Accession No. ML070510647).

The impacts of the no-action alternative would be similar to those of the Proposed Action except the impacts of the no-action alternative would occur only until 2027, when the current license expires, and decommissioning