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Deputy Assistant Secretary for Policy, Bureau of Educational and Cultural Affairs, Department of State.

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SURFACE TRANSPORTATION BOARD
[Docket No. AB 290 (Sub-No. 392X); Docket No. AB 511 (Sub-No. 7X)]

Norfolk Southern Railway Company—Abandonment Exemption—in Hartford City, Ind.; Central Railroad Company of Indianapolis—Discontinuance of Lease and Operation Authority—in Hartford City, Ind.

Norfolk Southern Railway Company (NSR) and Central Railroad Company of Indianapolis (CERA) (collectively, Applicants), have jointly filed a verified notice of exemption under 49 CFR part 1152 subpart F—Exempt Abandonments and Discontinuances of Service for NSR to abandon, and for CERA to discontinue service over, an approximately 0.2-mile rail line between milepost RK 138.6 and milepost 138.8 in Hartford City, Ind. (the Line). The Line traverses United States Postal Service Zip Code 47348.

Applicants have certified that: (1) No local or overhead traffic has moved over the Line for at least two years; (2) no formal complaint 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 either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (3) 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 abandonment shall be protected under Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, these exemptions will be effective on September 20, 2017, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues, formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2), and trail use/rail banking requests under 49 CFR 1152.29 must be filed by August 31, 2017. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by September 8, 2017, with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001.

A copy of any petition filed with the Board should be sent to William A. Mullins, Baker & Miller PLLC, 2401 Pennsylvania Ave. NW., Suite 300, Washington, DC 20037.

If the verified notice contains false or misleading information, the exemptions are void ab initio.

Applicants have filed a combined environmental and historic report that addresses the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by August 25, 2017. Interested persons may obtain a copy of the EA by writing to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423–0001) or by calling OEA at (202) 245–0305. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1–800–877–8339. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 1152.29(e)(2), NSR shall file a notice of consumption with the Board to signify that it has exercised the authority granted and fully abandoned the Line. If consumption has not been effected by NSR’s filing of a notice of consumption by August 21, 2018, and there are no legal or regulatory barriers to consumption, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at www.stb.gov.

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

Rena Laws-Byrum,
Clearance Clerk.
[FR Doc. 2017–17598 Filed 8–18–17; 8:45 am]
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TENNESSEE VALLEY AUTHORITY
Sunshine Act Meeting Notice
Meeting No. 17–03
The TVA Board of Directors will hold a public meeting on August 23, 2017, in the TVA West Tower Auditorium, 400 West Summit Hill Drive, Knoxville, Tennessee. The public may comment on any agenda item or subject at a public listening session which begins at 9:30 a.m. (ET). Following the end of the public listening session, the meeting will be called to order to consider the agenda items listed below. On-site registration will be available until 15 minutes before the public listening session begins at 9:30 a.m. (ET). Preregistered speakers will address the Board first. TVA management will answer questions from the news media following the Board meeting.

STATUS: Open.

Agenda
1. Report of the Finance, Rates, and Portfolio Committee
A. Contribution to the TVA Retirement System
B. FY 2018 Financial Plan and Budget
C. Financing Authority
D. Rate Adjustment
2. Chair’s Remarks
3. Approval of Minutes of the May 11, 2017, Board Meeting
4. Report From President and CEO
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: National Flight Data Center Web Portal

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew a previously approved information collection. National Flight Data Center (NFDC) Web Portal forms are used to collect aeronautical information, detailing the physical description and operational status of all components of the National Airspace System (NAS).

DATES: Written comments should be submitted by September 20, 2017.


FREQUENCY: Information is collected on occasion.

ESTIMATED AVERAGE BURDEN PER RESPONSE: 40 minutes.

ESTIMATED TOTAL ANNUAL BURDEN: 2,107 hours.

Issued in Washington, DC, on August 15, 2017.

Ronda L. Thompson,

[FR Doc. 2017–17644 Filed 8–18–17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION
Federal Railroad Administration

Petition for Waiver of Compliance

Under Part 211 of Title 49 of the Code of Federal Regulations (CFR), this document provides the public notice that on April 25, 2017, the Minnesota Transportation Museum (MTM) requested renewal of a waiver of compliance from certain provisions of 49 CFR part 232, Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment.

Specifically, MTM requests relief from part 232, Appendix B, § 232.17(b)(2) for passenger car maintenance requirements. MTM is a non-profit corporation that operates historic and educational excursion trains as the Osceola and St. Croix Valley Railway between Dresser, Wisconsin and Withrow, Minnesota, a distance of 25 miles, over Canadian National track. Operation of this train is from mid-April to the end of October primarily on weekends with occasional mid-week special event trains for approximately 70 operating days. MTM currently operates six coaches equipped with either LN, UC or D–22 type brakes that require a clean, oil, test, and stencil (COT&S) servicing, as prescribed in the Manual of Standards and Recommended Practices of the Association of American Railroads, S–4045, Passenger Equipment Maintenance Requirements, last published in 2013.

MTM requests a renewal of relief for the COT&S intervals for the coaches with the UC and LN type brake valves. MTM asserts that it has been performing the COT&S servicing at 24-month intervals instead of the 15-month intervals prescribed in part 232,