

incorporation of green energy technologies and a bike path will also be considered; and (7)—Hybrid Corridor. This would consist of a combination of the previously identified alternatives, whose elements (TSM/TDM, Freeway, Expressway, Tollway, HSR Feeder Service, Green Energy Technologies, bike path) would be pieced together to best fit the needs of each section of the corridor. The determination of which elements to use, and at which locations, would be based on the results of the traffic study, environmental studies and public input. It is anticipated that the proposed project may require the following federal approvals and permits: A Biological Opinion from the United States Fish and Wildlife Service; approval of a PM₁₀ and PM_{2.5} Hot Spot Analysis determination by the Conformity Working Group for transportation conformity under the Clean Air Act; Section 401, 402 and 404 permits under the Clean Water Act; and a Farmland Conversion Impact Rating under the Farmland Protection Policy Act.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, Participating Agencies, Tribal governments, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the draft EIS should be directed to Caltrans 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: July 22, 2013.

Matt Schmitz,

Director State Programs, Federal Highway Administration, Sacramento, California.

[FR Doc. 2013–18515 Filed 7–31–13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Calcasieu Parish, LA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The Federal Highway Administration is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed transportation project in Calcasieu Parish, Louisiana.

FOR FURTHER INFORMATION CONTACT: FHWA Carl Highsmith, Project Delivery Team Leader, FHWA, 5304 Flanders Drive, Suite A, Baton Rouge, Louisiana 70808. Project information can be found at the project Web site <http://www.i10lakecharles.com>.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the DOTD, will prepare an EIS on alternatives for additional capacity along I–10 in the Lake Charles region between the I–210 interchanges including the Calcasieu River Bridge. A feasibility and environmental study was previously conducted in accordance with the National Environmental Policy Act (NEPA) for this project. The feasibility study involved four phases: (1) Information and Data Gathering; (2) Preliminary Study; (3) Refined Alternatives; and (4) Preparation and Submission of a Final Report. Based on the preliminary studies which included input from the local community, four feasible alternatives have been recommended for further study. A no-build alternative will also be evaluated in accordance with NEPA. The preliminary studies were completed in spring 2004; however the proposed project was placed on hold to evaluate the bridge height and due to the discovery of hazardous materials contamination within the proposed right-of-way. Because of the potential for impacts and issues associated with various socioeconomic and environmental resources and the high-level of public interest, FHWA will prepare an EIS. The total project length is approximately 9 miles. In addition to bridge alternatives, improvements to be investigated within the study limits include: A redesign of Sampson Street from Sulphur Avenue to I–10 to provide grade separations with existing railroads; a redesign of the access to and from I–10 on the west side of the bridge between Sampson Street and PPG Drive; a redesign of the access to and from I–10 near the east end of the bridge; and consideration of the implementation of one-way frontage roads from PPG Drive to US 90 East. Consideration will be given to using the existing bridge for the frontage roads. Proposed changes to the existing bridge to be investigated include: (a) Designing the proposed bridge structure to accommodate three

travel lanes and one auxiliary lane, with inside and outside shoulders and two frontage roads in each direction, (b) a reduction in navigational clearance, (c) reducing the existing 420 foot truss span to two main spans, and (d) determining if the existing vertical clearance for marine traffic can be reduced. Letters describing the proposed project and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and the public who have previously expressed or are known to have interest in this project. Numerous public meetings will be held throughout the term of the project. The first of these meetings, a series of public scoping meetings, will be conducted to provide the public information about the project and an opportunity to assist in formulating and revising the scope of the study. The public scoping meetings will be scheduled in the future and will be posted to the project Web site <http://www.i10lakecharles.com>.

In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing.

To ensure that the full range of issues related to this proposed project are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

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

Issued on: July 25, 2013.

Charles Bolinger,

Division Administrator, Baton Rouge, Louisiana.

[FR Doc. 2013–18531 Filed 7–31–13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2013–0051]

Agency Information Collection Activities; New Information Collection Request: Commercial Motor Vehicle Marking Requirements

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval, and invites public comment. This ICR will enable FMCSA to document the burden associated with the marking regulations codified in 49 CFR 390.21, "Marking of Self-Propelled CMVs and Intermodal Equipment." These regulations require marking of vehicles and intermodal equipment by motor carriers, freight forwarders and intermodal equipment providers (IEPs) engaging in interstate transportation. On April 11, 2013, FMCSA published a **Federal Register** notice (78 FR 21704) allowing for a 60-day comment period on this ICR. The FMCSA received no comments in response to this notice.

DATES: Please send your comments by September 3, 2013. OMB must receive your comments by this date in order to act on the ICR.

ADDRESSES: All comments should reference Federal Docket Management System (FDMS) Docket Number FMCSA-2013-0051. Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/Federal Motor Carrier Safety Administration, and sent via electronic mail to oir_submission@omb.eop.gov, or faxed to (202) 395-6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW., Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: Kenneth Rodgers, Chief, Commercial Enforcement and Investigations Division, Office of Enforcement and Compliance, U.S. Department of Transportation, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE., Washington, DC, 20590-0001. Telephone: 202-366-0073; Email: kenneth.rodgers@dot.gov. Office hours are from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

SUPPLEMENTARY INFORMATION:

Title: Marking of Self-Propelled CMVs and Intermodal Equipment
OMB Control Number: 2126-XXXX.

Type of Request: New information collection.

Respondents: Freight carrying commercial motor carriers, passenger carrying commercial motor carriers, and intermodal equipment providers.

Estimated Number of Respondents: 191,000.

Estimated Time per Response: 26 minutes [12 minutes to affix DOT Number + 14 minutes for affixing a carrier's name = 26].

Expiration Date: N/A. This is a new information collection.

Frequency of Response: On occasion.

Estimated Total Annual Burden: 655,000 [620,000 hours for freight carrying commercial carriers + 26,000 hours for passenger carrying commercial motor carriers + 9,000 hours for intermodal equipment providers (IEPs) = 655,000].

Background: The Secretary of Transportation (Secretary) is authorized to require marking of vehicles and intermodal equipment by motor carriers, freight forwarders and IEPs engaging in interstate transportation under 49 U.S.C. 31133(a)(8) and 49 U.S.C. 31133(a)(10). The Secretary has delegated authority pertaining to the marking of commercial motor vehicles (CMVs) pursuant to 49 CFR 1.87(f). The Agency's regulation governing the marking of CMVs is at 49 CFR 390.21.

Vehicle marking requirements are intended to ensure that FMCSA, the National Transportation Safety Board (NTSB), and State safety officials are able to identify motor carriers and correctly assign responsibility for regulatory violations during inspections, investigations, compliance reviews, and crash studies. These marking requirements will also provide the public with beneficial information that could also assist in identifying carriers for the purposes of commerce, complaints or emergency notification. The marking requirements apply to motor carriers, freight forwarders and IEPs engaging in interstate transportation. The Agency does not require a specific method of marking as long as the marking complies with FMCSA's regulations.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FMCSA to perform its functions; (2) the accuracy of the estimated burden; (3) ways for the FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued on: July, 24, 2013.

G. Kelly Leone,

Associate Administrator, Office of Research and Information Technology and Chief Information Officer.

[FR Doc. 2013-18533 Filed 7-31-13; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2013-0074]

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System

In accordance with Part 235 of Title 49 Code of Federal Regulations and 49 U.S.C. 20502(a), this document provides the public notice that by a document dated June 28, 2013, Norfolk Southern Corporation (NS) petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of a signal system. FRA assigned the petition Docket Number FRA-2013-0074.

Applicant: Norfolk Southern Corporation, Mr. Brian Sykes, Chief Engineer, C&S Engineering, 1200 Peachtree Street NE., Atlanta, GA 30309.

NS seeks approval of the proposed discontinuance of Control Point (CP) CSXT Connection, at Milepost (MP) H 194.9 on the NS Roanoke District, Virginia Division, between Shenandoah and Roanoke, VA. CP CSXT Connection will be discontinued, and all associated signal equipment and Crossover #83 will be removed. Signals 82L, 82RA, 82RC, 84L, and 84R will be removed. Power-operated switch #81 will be converted to a hand-operated switch equipped with an electric lock.

The reason given for the proposed changes is that CP CSXT Connection is seldom used and no longer needed for railroad operations.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the Department of Transportation's Docket Operations Facility, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires