

appears, click on "Comment Now!" button and type your comment into the text box in the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

FMCSA will consider all comments and material received during the comment period pertaining to the report.

Viewing Comments and Documents

To view comments, as well as other documents available in the docket, go to <http://www.regulations.gov> and insert the docket number, "FMCSA-2010-0167" in the "Keyword" box and click "Search." Next, click the "Open Docket Folder" button and choose the document listed to review. If you do not have access to the Internet, you may view the docket online by visiting the Docket Management Facility in Room W12-140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m. Monday through Friday, except Federal holidays.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy.

II. The Research Report

This research report, titled, "Attitudes of Truck Drivers and Carriers on the Use of Electronic Logging Devices and Driver Harassment," examines the nature of harassment as viewed by truck drivers who are required to record their hours of service for the purposes of Federal reporting regulations. As it examines their perceptions, this research also reviews:

- Whether drivers' experiences and interactions with their carriers fall into the category of harassment.
- If these experiences occur with any regularity (once or twice a month or more).
- Whether these interactions are made possible as a result of the carrier

using HOS data collected via an ELD and whether it was a standalone ELD or part of a comprehensive system that included ELD capability.

These experiences and perceptions are reviewed both for truck drivers and for carrier personnel who manage truck drivers. The data collected from carrier personnel is similar to that collected from the drivers; that is, carriers were asked about the regularity of specific interactions with drivers at their firm, and whether the drivers might consider such actions (if they occur) harassment.

Drivers are analyzed according to the systems they used for logging their HOS (i.e., paper or ELD). Carrier personnel are also considered according to the primary HOS logging method used by their company.

Additional data was collected regarding attitudes about ELDs, reactions to definitions of harassment and coercion developed by the FMCSA, ways in which drivers are compensated and evaluated, and profiles of both the drivers and the carrier companies.

For the complete report, visit docket number FMCSA-2010-0167 or <http://www.fmcsa.dot.gov/safety/research-and-analysis/publications>.

Issued on: November 5, 2014.

G. Kelly Regal,

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

[FR Doc. 2014-26851 Filed 11-12-14; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Intent To Prepare an Environmental Impact Statement and Section 4(f) Evaluation for the I-20 East Transit Initiative Heavy Rail Transit Extension in DeKalb County, Georgia

AGENCY: Federal Transit Administration (FTA), (DOT).

ACTION: Notice of intent to prepare an environmental impact statement (EIS) and section 4(f) evaluation.

SUMMARY: The Federal Transit Administration (FTA) and the Metropolitan Atlanta Rapid Transit Authority (MARTA) intend to prepare an Environmental Impact Statement (EIS) and an evaluation per 49 U.S.C. 303 and 23 CFR part 774 ("Section 4(f)") for MARTA's I-20 East Heavy Rail Transit (HRT) Extension project, which would extend the existing Blue Line from the Indian Creek MARTA Station to the Mall at Stonecrest in eastern

DeKalb County. The EIS and Section 4(f) Evaluation will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), Section 4(f), as well as FTA's regulations and guidance implementing NEPA (40 CFR parts 1500 through 1508 and 23 CFR 771.105).

The extension of the existing MARTA Blue Line HRT was selected as a component of a multimodal Locally Preferred Alternative (LPA) resulting from the I-20 East Transit Initiative Detailed Corridor Analysis (DCA) completed in April 2012. The LPA also includes new Bus Rapid Transit (BRT) service along I-20 between downtown Atlanta and a new station at Wesley Chapel Road, east of I-285 in DeKalb County. The NEPA analysis for the BRT project is being advanced separately in an Environmental Assessment (EA).

The FTA originally published a NOI to perform federal environmental review for the entire I-20 East Transit Initiative LPA on August 28, 2012 (77 FR 52128). Project scoping activities for the I-20 East Transit Initiative LPA occurred in September 2012. In today's issue of the **Federal Register**, FTA is rescinding the August 28, 2012 NOI and issuing this notice to advise interested agencies and the public regarding updates to the Purpose and Need of the LPA that have occurred since the scoping activities. Specifically, the Purpose and Need for both the HRT Extension project and the BRT project have been revised to reflect their distinct and independent utility. The revised Purpose and Need for the HRT Extension project is presented later in this Notice.

SUPPLEMENTARY INFORMATION:

Description of the Proposed Project and Study Area

The first phase of the I-20 East Transit Initiative was the two year-long DCA. This DCA built upon a number of transit studies previously completed in the corridor and identified and evaluated transit improvements in the I-20 East Corridor from downtown Atlanta to the Mall at Stonecrest in eastern DeKalb County. The result of the DCA was the selection of a multimodal LPA comprised of an extension of the existing Blue heavy rail transit (HRT) line from MARTA's Indian Creek Station to the Mall at Stonecrest in eastern DeKalb County and new BRT service along I-20 between downtown Atlanta and a new station at Wesley Chapel Road, east of I-285 in DeKalb County.

The EIS, which focuses on the HRT Extension, has a study area that extends from the MARTA Indian Creek Station

south for 3.5 miles along I-285, then east for approximately 8.5 miles to the Mall at Stonecrest. The study area extends up to one-half mile on each side of the alignment in order to evaluate the direct, indirect, and cumulative impacts associated with the implementation of transit in the corridor.

Purpose and Need

The LPA presented to the public at Public Scoping Meetings on September 10, 11, and 13, 2012 included both the BRT and HRT components of the LPA. The BRT component is a separate project that is being addressed in an Environmental Assessment. The EIS Purpose and Need has been revised to specifically address the HRT Extension project as follows:

The purpose of the I-20 East HRT Extension project is to increase east-west mobility options between the City of Atlanta and Southeast DeKalb County and to improve transit access between residential areas and activity and employment centers both within the corridor and across the region—with minimal impacts to private property, historical resources and neighborhoods, and parklands by:

- Providing reliable and efficient transit service with sufficient capacity to address future travel demand projected in the I-20 corridor through a one-seat ride into downtown Atlanta and other activity centers in the corridor.

- Providing an alternative to automobile travel on congested roadways in the corridor, particularly the most congested areas east of I-285.

- Connecting to the existing MARTA rail network, thereby addressing a gap in the current system and improving regional transit accessibility and access to jobs for those who live and work in South DeKalb County.

- Completing an important link in the region's long term transit vision, Concept 3.

- Encouraging redevelopment and revitalization in key activity centers through investment opportunities around fixed transit stations.

The project is needed to:

- Meet the needs of corridor residents by providing a high capacity transit alternative to the current transportation system in a corridor that does not have sufficient capacity or planned capacity to address future travel demand. Few roadway investments are planned along the I-20 East Corridor between I-285 and the Mall at Stonecrest through 2040.

- Address increasing congestion and unreliable travel times in the corridor by providing an alternative to automobile trips into and out of Atlanta. Transit

travel times on the current MARTA and Georgia Regional Transportation Authority (GRTA) Xpress bus systems to destinations east of I-285 are expected to double between 2010 and 2040, with the majority of travel times greater than 80 minutes.

- Improve regional mobility and access to jobs and services for corridor residents, especially the transit-dependent population. The I-20 East corridor has a higher transit-dependent population than the metro Atlanta region and the State of Georgia, with approximately 10% zero-car households.

- Provide a direct link to the existing MARTA rail and bus network for residents of South DeKalb County, closing a critical gap in the existing network for the historically underserved and choice transit riders in the corridor. By offering a connection into the existing MARTA heavy rail system, residents and workers in the area would be provided with a one-seat ride to a direct connection to the City of Atlanta, the City of Decatur, DeKalb County and various regional employment centers. Citizens east of I-285 currently have a constrained number of options to access the MARTA system, requiring travel either by bus or by car, experiencing (and contributing to) congested roadway conditions and unreliable transit travel times due to operations in mixed traffic. This expansion will close a critical gap in the existing network by providing a proximate, direct, and reliable link for the traditionally underserved and choice transit riders in the corridor.

- Implement the region's future transit vision as well as regional and local land use and development plans for future investment in the corridor. Both the Atlanta Regional Commission's (ARC) Plan 2040 financially constrained regional transportation plan and the Concept 3 Transit Vision include the I-20 Corridor as a key link in the future regional transit network. The Regional Development Plan, DeKalb County Comprehensive Transportation Plan, and numerous local plans and studies incorporate fixed guideway transit as a catalyst for redevelopment in the I-20 East corridor.

- Promote reinvestment by providing the transit infrastructure needed to support investment in transit oriented development at key activity centers, such as the Wesley Chapel Road and Mall at Stonecrest. There is significant projected economic benefit for the corridor and the region through transit oriented development and related investment opportunities that will create jobs, revitalize key areas, and contribute to a transit oriented

development pattern served directly by the MARTA system.

Study Alternatives

MARTA completed a two year-long DCA that evaluated potential alignments and transit technologies for transit improvements in the I-20 East Corridor. From multiple alignment and transit technology alternatives, an LPA was selected and adopted by the MARTA Board of Directors in April 2012. The LPA included both a BRT and an HRT Extension project. The EIS will evaluate vertical and horizontal alternatives of the HRT portion of the adopted LPA as well as a No-Build alternative. These alternatives are described as follows:

1. No Build Alternative: This alternative reflects the existing transportation system plus any committed MARTA and Georgia Regional Transit Authority (GRTA) local and express bus service in the corridor, as well as all other transportation investments included in the Atlanta Regional Commission's (ARC) long-range transportation plan. ARC is the Metropolitan Planning Organization (MPO) for the Atlanta urbanized area. The I-20 East BRT project is included in the No-Build Alternative because its implementation is expected to precede that of the I-20 East HRT Extension by several years. NEPA requires the consideration of a No Build Alternative as a means of comparing and evaluating the impacts and benefits of the Build Alternative.

2. Build Alternative: The Build Alternative to be evaluated in the EIS is the extension of the existing MARTA east-west HRT line from the Indian Creek Station, south parallel to I-285, then east parallel to I-20 to the Mall at Stonecrest in eastern DeKalb County. The HRT service would include new stations at Covington Highway, Wesley Chapel Road, Panola Road, Lithonia Industrial Blvd., and the Mall at Stonecrest. It is expected that the HRT service would be implemented in two phases. The first phase would extend the existing MARTA east-west HRT line from Indian Creek Station to Wesley Chapel Road. The second phase would extend from Wesley Chapel Road to the Mall at Stonecrest. The HRT alignment would generally be located adjacent to the interstate and would utilize Georgia Department of Transportation (GDOT) right-of-way wherever possible.

The scope of the environmental analysis and procedures shared in the NOI published August 28, 2012 and at

the Public Scoping Meetings in September of 2012 remain unchanged.

Yvette G. Taylor,

Regional Administrator, FTA Region IV.

[FR Doc. 2014-26769 Filed 11-12-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice to Rescind Notice of Intent To Prepare an Environmental Impact Statement and Environmental Assessment for the I-20 East Transit Initiative in the City of Atlanta and DeKalb County, Georgia

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Rescind Notice of Intent to prepare an environmental impact statement and environmental assessment.

SUMMARY: The FTA in cooperation with the Metropolitan Atlanta Rapid Transit Authority (MARTA) is issuing this notice to advise the public that the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) and Environmental Assessment (EA) for the proposed public transportation improvement project in the City of Atlanta and DeKalb County, Georgia is being rescinded.

FOR FURTHER INFORMATION CONTACT: Mr. Stan Mitchell, Environmental Protection Specialist, Federal Transit Administration Region IV, 230 Peachtree Street NW., Atlanta, GA 30303, phone 404-865-5643, email stanley.a.mitchell@dot.gov.

SUPPLEMENTARY INFORMATION: The FTA, as lead federal agency, and MARTA published a NOI on August 28, 2012 (77 FR 52128) to prepare an EIS and EA for the MARTA I-20 East Transit Initiative project. This project would extend the existing east-west rail Heavy Rail Transit (HRT) line from the Indian Creek Station to the Mall at Stonecrest in eastern DeKalb County and also create a new Bus Rapid Transit (BRT) service along I-20 between downtown Atlanta and a new station at Wesley Chapel Road, east of I-285 in DeKalb County.

Since that time, FTA and MARTA have conducted scoping activities which have led to reevaluating the project in terms of Purpose and Need. Based on these scoping activities, FTA is rescinding the August 28, 2012 NOI, and, in today's issue of the **Federal Register**, is issuing a new NOI for the HRT extension. The environmental impacts of the BRT service along I-20

will be evaluated as a separate project in an environmental assessment. No changes will be made to the HRT or BRT services as described in the August 28, 2012 NOI. Comments and questions concerning the proposed action should be directed to FTA at the address provided above.

Yvette G. Taylor,

Regional Administrator, FTA Region IV.

[FR Doc. 2014-26768 Filed 11-12-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. DOT-MARAD 2014-0140]

Request for Comments of a Previously Approved Information Collection: Request for Waiver of Service Obligation, Request for Deferment of Service Obligation, Application for Review

AGENCY: Maritime Administration (MARAD), Department of Transportation.

ACTION: Notice and request for comments.

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 is being forwarded to the Office of Management and Budget (OMB) for review and comments. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on July 14, 2014 (**Federal Register** 40836, Vol. 79, No. 134).

DATES: Comments must be submitted on or before December 15, 2014.

FOR FURTHER INFORMATION CONTACT: Anne Wehde, 202-366-5469, Office of Maritime Workforce Development, Maritime Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Title: Request for Waiver of Service Obligation, Request for Deferment of Service Obligation, Application for Review.

OMB Control Number: 2133-0510.

Type of Request: Renewal of a Previously Approved Information Collection.

Abstract: This information collection is essential for determining if a student or graduate of the United States Merchant Marine Academy (USMMA) or subsidized student or graduate of a

State maritime academy has a waive able situation preventing them from fulfilling the requirements of a service obligation contract signed at the time of their enrollment in a Federal maritime training program. It also permits the Maritime Administration (MARAD) to determine if a graduate, who wishes to defer the service obligation to attend graduate school, is eligible to receive a deferment. Their service obligation is required by law.

Affected Public: U.S. Merchant Marine Academy students and graduates, and subsidized students and graduates.

Estimated Number of Respondents: 11.

Estimated Number of Responses: 11.
Annual Estimated Total Annual Burden Hours: 3.30.

ADDRESSES: Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW., Washington, DC 20503. Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.93.

Dated: November 6, 2014.

Julie P. Agarwal,

Secretary, Maritime Administration.

[FR Doc. 2014-26846 Filed 11-12-14; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 290 (Sub-No. 370X)]

Norfolk Southern Railway Company—Discontinuance of Service Exemption—in Clermont, Brown and Adams Counties, Ohio

AGENCY: Surface Transportation Board, DOT.

ACTION: Correction to notice of petition for exemption.