

- Enhance the quality, utility, and clarity of the information to be collected.

- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

Abstract of Proposed Collection

The Secretary of State is authorized to issue U.S. passports under 22 U.S.C. 211a *et seq.*, 8 U.S.C. 1104, and Executive Order 11295 (August 5, 1966). Department regulations provide that individuals whose valid or potentially valid U.S. passports were lost or stolen must report the lost or stolen passport to the Department of State before receiving a new passport so that the lost or stolen passport can be invalidated (22 CFR parts 50 and 51). The Enhanced Border Security and Visa Entry Reform Act of 2002 (8 U.S.C. 1737) requires the Department of State to collect accurate information on lost or stolen U.S. passports and to enter that information into a data system. Form DS-64 collects information identifying the person who held the valid lost or stolen passport and describing the circumstances under which the passport was lost or stolen. As required by the cited authorities, we use the information collected to accurately identify the passport that must be invalidated and to make a record of the circumstances surrounding the lost or stolen passport.

Methodology

Passport bearers may submit their form electronically on www.travel.state.gov or call the National Passport Information Center at 1-877-487-2778. A person may also download the form from the internet or obtain one at any passport agency or acceptance facility.

Rachel M. Arndt,

Deputy Assistant Secretary, Bureau of Consular Affairs, Passport Services, Department of State.

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SURFACE TRANSPORTATION BOARD

[Docket No. AB 1313]

North Coast Railroad Authority—Adverse Discontinuance of Lease & Operating Authority—Northwestern Pacific Railway Co., In Humboldt, Trinity and Mendocino Counties, Cal.

By petition filed on March 9, 2021, the North Coast Railroad Authority (NCRA), an agency of the State of California, seeks exemptions from certain statutory provisions and waivers of certain regulatory requirements regarding the filing of a third-party, or “adverse,” application for discontinuance. Specifically, NCRA states that it intends to ask the Board to terminate the operating rights of Northwestern Pacific Railway Company over an NCRA rail line extending from milepost 142.5, at Outlet Station, to the end of the line at milepost 302.86, at Fairhaven, on the Samoa Branch, including the Korblex/Korbel Branch¹ and the Carlotta Branch in Mendocino, Trinity, and Humboldt Counties, Cal.² (Pet. 2, 11.)

A proceeding will be instituted to determine the merits of the petition for exemptions and waivers pursuant to 49 U.S.C. 10502(b).

It is ordered:

1. A proceeding is instituted under 49 U.S.C. 10502(b).

2. Notice of this decision will be published in the **Federal Register**.

3. This decision is effective on its service date.

Decided: June 7, 2021.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Brendetta Jones,

Clearance Clerk.

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¹ In a separate docket, NCRA filed a verified notice of exemption to abandon 175.84 miles of rail line from milepost 139.5 at Commercial Street in Willits, to milepost 284.1 near Eureka, including appurtenant branch lines extending to milepost 267.72 near Carlotta, milepost 295.57 near Korblex, milepost 300.5 near Samoa, and milepost 301.8 near Korbel. (See NCRA Verified Notice 1, *N. Coast R.R.—Aban. Exemption—in Mendocino, Trinity & Humboldt Cntys., Cal.*, AB 1305X.)

² On April 22, 2021, the Timber Heritage Association filed a notice of intent to participate with comments partially opposing NCRA’s petition, to which NCRA replied on April 30, 2021.

SURFACE TRANSPORTATION BOARD

[Docket No. FD 35258 (Sub-No. 1)]

Mississippi Central Railroad Co.—Amended Lease and Operation Exemption—Line of Tishomingo County, Mississippi

Mississippi Central Railroad Co. (MSCI), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to renew its lease and continue to operate a line of railroad owned by, and located in, Tishomingo County, Miss., between Norfolk Southern Railway Company’s Iuka Wye at milepost 0.0 and the Tri-State Commerce Park at milepost 10.0 (the Line).

According to the verified notice, MSCI has leased and operated the Line since 2009.¹ MSCI states that the lease for the Line expired on December 31, 2019, and that, pursuant to a recently signed Rail Line Lease & Operating Agreement (Agreement), the parties have agreed to extend the lease through December 31, 2023, with the option for MSCI thereafter to extend the lease for two additional four-year terms in accordance with the terms of the Agreement. MSCI states that it will continue to operate and provide common carrier service to shippers on the Line.

MSCI certifies that its projected annual revenues from this transaction will not result in its becoming a Class I or Class II rail carrier and will not exceed \$5 million.

The earliest this transaction may be consummated is June 26, 2021, the effective date of the exemption (30 days after the verified notice was filed).

If the notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than June 18, 2021.

All pleadings, referring to Docket No. FD 35258 (Sub-No. 1), should be filed with the Surface Transportation Board via e-filing on the Board’s website. In addition, a copy of each pleading must be served on MSCI’s representative, William A. Mullins, Baker & Miller PLLC, 2401 Pennsylvania Ave. NW, Suite 300, Washington, DC 20037.

According to MSCI, this action is categorically excluded from environmental review under 49 CFR

¹ See *Miss. Cent. R.R.—Change in Operators Exemption—Tishomingo R.R.*, FD 35258 (STB served July 10, 2009).