

These requirements include, but are not limited to, the regulations of the Council on Environmental Quality implementing NEPA (40 CFR parts 1500–1508) and FTA's own NEPA regulations (23 CFR part 771); the air quality conformity regulations of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93); the Section 404(b)(1) guidelines of EPA (40 CFR part 230); the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800); the regulations implementing Section 7 of the Endangered Species Act (50 CFR part 402); Section 4(f) of the Department of Transportation Act (23 CFR part 774); Executive Order 12898 on Environmental Justice, 11988 on floodplain management, and 11990 on wetlands; and DOT Order 5610.2(a) on Environmental Justice.

Paperwork Reduction: The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of NEPA documents. Accordingly, unless a specific request for a complete printed set of the NEPA document is received before the document is printed, FTA and HRT will distribute only electronic copies of the NEPA document. A complete printed set of the environmental document will be available for review at HRT's offices; an electronic copy of the complete environmental document will be available on the HRT's Web site (www.gohrt.com).

Brigid Hynes-Cherin,
Regional Administrator.

[FR Doc. 2013–19623 Filed 8–13–13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[USCG–2003–14294]

Gulf Gateway Deepwater Port Decommissioning and License Termination

AGENCY: Maritime Administration, DOT.

ACTION: Public Notice; Final Agency Approval of the Gulf Gateway Deepwater Port Decommissioning and License Termination.

SUMMARY: The Maritime Administration (MARAD) announces its final clearance

and authorization of the decommissioning of the Gulf Gateway Deepwater Port and termination of the Gulf Gateway Deepwater Port License (License), effective as of June 28, 2013. Pursuant to Section 1503(h) of the Deepwater Port Act of 1974, as amended, a License may remain in effect until such time as it is either suspended or revoked by the Secretary of Transportation or surrendered by the licensee. For purposes of this agency action, MARAD has granted as of June 28, 2013, final clearance of the completed decommissioning of the Gulf Gateway Deepwater Port facility, and approved termination of the official License and all other conditions and obligations set forth by the License.

DATES: The date of termination of the License and all actions related to this action is effective as of June 28, 2013.

ADDRESSES: The Docket Management Facility maintains the public docket for this project. The docket may be viewed electronically at <http://www.regulations.gov> under docket number USCG–2003–14294, or in person at the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: If you have questions about the Gulf Gateway Deepwater Port project, contact Ms. Tracey Ford, Acting Office Director, Office of Deepwater Ports and Offshore Activities at (202) 366–0321 or Tracey.Ford@dot.gov.

SUPPLEMENTARY INFORMATION: By letter dated February 21, 2011, Excelerate Energy LP (Excelerate) notified MARAD and the U.S. Coast Guard (USCG) of its intention to decommission the Gulf Gateway Deepwater Port, located 116 miles off the coast of Louisiana. Excelerate's decision to decommission the Gulf Gateway Deepwater Port was due primarily to declining pipeline capacity issues, significant operational challenges, and changes in the global natural gas market. In accordance with Article 20 of the License, Excelerate is required to decommission its deepwater port in compliance with the decommissioning plans approved by the Maritime Administrator and in accordance with applicable Federal regulations and guidelines in place at the time of decommissioning. The License further requires that MARAD approval be granted in concurrence with other relevant Federal agencies. This requirement was satisfied on April 14, 2012, and Excelerate was granted authorization by MARAD to proceed with its planned decommissioning

activities. Excelerate completed the final decommissioning process on March 14, 2013. At the end of the decommissioning process, all components of the Gulf Gateway facility were removed and the connecting pipelines were decommissioned in-place, in accordance with applicable Federal regulations.

As of the date of this notice, MARAD concurred that all decommissioning activities for the Gulf Gateway Deepwater Port have been completed, and approved termination of the official License and other related License obligations.

This **Federal Register** Notice completes the final close-out and termination procedures for the Gulf Gateway Deepwater Port and License. No further action will be undertaken by MARAD.

Additional information pertaining to the Gulf Gateway Deepwater Port project may be found in the public docket at www.regulations.gov under docket number USCG–2003–14294.

Authority: 49 CFR 1.66

By order of the Maritime Administrator
Dated: August 8, 2013.

Julie P. Agarwal,

Secretary, Maritime Administration.

[FR Doc. 2013–19687 Filed 8–13–13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 290 (Sub-No. 347X)]

Norfolk Southern Railway Company—Abandonment Exemption—in Marengo County, Ala

Norfolk Southern Railway Company (NSR) has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon approximately 0.8 miles of rail line between milepost 241.3 N (east of the line's crossing of the mouth of Devil's Run Slough where the slough joins the Black Warrior River) and milepost 242.1 N (near the intersection of Nash Ave. and E. Franklin St., in Demopolis), in Marengo County, Ala.¹ The line traverses United States Postal Service Zip Code 36925.

NSR has certified that: (1) No local traffic has moved over the line for at least two years; (2) no overhead traffic

¹ NSR states that it is seeking abandonment to permit the removal of the remaining portion of the railroad bridge over the mouth of Devil's Run Slough at the request of the United States Coast Guard (USCG), because USCG views the bridge structure as an impediment to waterway navigation.

has moved over the line for at least two years, and if there were any overhead traffic, it could be rerouted over other lines; (3) 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 (4) 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 this exemption, 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, this exemption will be effective on September 13, 2013, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,² formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),³ and trail use/rail banking requests under 49 CFR 1152.29 must be filed by August 26, 2013. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by September 3, 2013, 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 NSR's representative: Robert A. Wimbish, Baker & Miller PLLC, 2401 Pennsylvania Ave. NW., Suite 300, Washington, DC 20037.

² The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C. 2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

³ Each OFA must be accompanied by the filing fee, which is currently set at \$1,600. See 49 CFR 1002.2(f)(25).

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

NSR has 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 19, 2013. 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 at (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 49 CFR 1152.29(e)(2), NSR shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by NSR's filing of a notice of consummation by August 14, 2014, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

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

Decided: August 9, 2013.

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

Derrick A. Gardner,
Clearance Clerk.

[FR Doc. 2013–19688 Filed 8–13–13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 290 (Sub-No. 353X)]

Norfolk Southern Railway Company— Discontinuance of Service Exemption—in Clinton and Howard Counties, IN

Norfolk Southern Railway Company (NSR) filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* to discontinue service over an approximately 22.1-mile rail line extending from milepost TS–183.7 near Kokomo, IN., to milepost TS–205.8 in

Frankfort, IN., in Clinton and Howard Counties, IN. The line traverses United States Postal Service Zip Codes 46039, 46041, 46057, 46901, and 46979.

NSR has certified that: (1) No local traffic has moved over the line for at least two years; (2) no overhead traffic has moved over the line for at least two years, and overhead traffic, if there were any, could be rerouted over other lines; (3) 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 (4) the requirements at 49 CFR 1105.12 (newspaper publication) and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the discontinuance of service 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) to subsidize continued rail service has been received, this exemption will be effective on September 13, 2013, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues and formal expressions of intent to file an OFA for continued rail service under 49 CFR 1152.27(c)(2)¹ must be filed by August 26, 2013.² Petitions to reopen must be filed by September 3, 2013, 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 NSR's representative: Robert A. Wimbish, Baker & Miller PLLC, 2401 Pennsylvania Ave. NW., Suite 300, Washington, DC 20037.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

¹ Each OFA must be accompanied by the filing fee, which is currently set at \$1,600. See 49 CFR 1002.2(f)(25).

² Because NSR is seeking to discontinue service, not to abandon the line, trail use/rail banking and public use conditions are not appropriate. Likewise, no environmental or historic documentation is required here under 49 CFR 1105.6(c) and 49 CFR 1105.8(b), respectively.