

**ACTION:** Notice of the OMB review of information collection and solicitation of public comment.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35), this notice announces that the Information Collection Request (ICR) abstracted below will be submitted to the Office of Management and Budget (OMB) for review. The ICR describes the nature of the information collection and its expected burden. A **Federal Register** Notice with a 60-day comment period soliciting public comments on the following information collection was published on October 30, 2013 (**Federal Register**/Vol. 78, No. 210/pp. 65038–65040).

**DATES:** Comments must be received on or before March 3, 2014.

**FOR FURTHER INFORMATION CONTACT:** Dr. Russell Pierce, Contracting Officer's Technical Representative, Office of Behavioral Safety Research (NTI–132), National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., W46–472, Washington, DC 20590. Dr. Pierce's phone number is (202) 366–5599 and his email address is [russell.pierce@dot.gov](mailto:russell.pierce@dot.gov).

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* None.

*Title:* Medical Review Guidelines and Medical Advisory Board Practices.

*Form No.:* NHTSA 1228.

*Type of Review:* Regular.

*Respondents:* TransAnalytics (NHTSA's Contractor) plans to enlist the assistance of the American Association of Motor Vehicle Administrators (AAMVA) to identify the most appropriate contact in each State (and the District of Columbia), for distribution of the questionnaire and the narrative summary for review and update.

*Estimated Number of Respondents:* 51.

*Estimated Time per Response:* The average amount of time for each State to complete the questionnaire is estimated at 5 hours. This includes time for each medical review contact to review and edit the narrative describing their State's medical review structure and process and the time that may be required to respond to telephone contacts made by TransAnalytics if necessary, to follow-up or clarify questionnaire responses.

*Total Estimated Annual Burden Hours:* 255 hours.

*Frequency of Collection:* This census will be administered a single time.

*Abstract:* As our population ages, age-related impairments in safe driving abilities will become more prevalent.

The private automobile remains by far the most often used and most preferred means of meeting community mobility needs among older adults. Along with the increase in the number of older drivers, an increase in the driving exposure of older adults is likely, both in terms of the frequency of their trips and the distances they drive. In addition, due to increased physical frailty, older individuals are also most likely to be seriously injured or killed in an automotive crash. Therefore, driver medical review practices are likely to assume a more prominent role in the years ahead.

Medical review guidelines and practices can help evaluate drivers referred to a State motor vehicle licensing agency for reexamination due to concerns about unsafe driving performance possibly resulting from suspected age or medical condition related impairments in visual, physical, or mental abilities. Society has an interest in ensuring that these medical review guidelines and practices are in place and are effective in reducing motor vehicle crashes, injury, and death.

This project will collect information from an individual in the Medical Review Department in each of the 50 State Driver Licensing Agencies and The District of Columbia about their State's driver medical review structure and processes. The information collected will be used to produce a short narrative describing each State's medical review structure and processes, plus several appendices with tables displaying each individual State's responses to the questions, and totals for each response. Data will be collected, according to each respondent's preference, via a Microsoft Word document distributed and collected via email or a print version distributed and collected via U.S. mail, and the responses will consist primarily of checkbox response types and fill-in-the-blank options when non-standard checkboxes are selected. Additionally, questionnaire respondents will be provided with a short narrative that describes their State's medical review processes, and asked to review and edit/update the narrative as necessary to ensure its accuracy.

**ADDRESSES:** Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention: Desk Officer for Department of Transportation, National Highway Traffic Safety Administration, or by

email at [oira\\_submission@omb.eop.gov](mailto:oira_submission@omb.eop.gov), or fax: 202–395–5806.

*Comments Are Invited On:* whether the proposed collection of information is necessary for the proper performance of the functions of the Department of Transportation, 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. A comment to OMB is most effective if OMB receives it within 30 days of publication of this notice.

**Authority:** 44 U.S.C. Section 3506(c)(2)(A).

Issued in Washington, DC, on January 27, 2014.

**Jeff Michael,**

*Associate Administrator, Research and Program Development.*

[FR Doc. 2014–01854 Filed 1–29–14; 8:45 am]

**BILLING CODE 4910–59–P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. AB 1109X]

#### City of Belfast, Me.—Abandonment Exemption—in Belfast, Me.

On January 10, 2014,<sup>1</sup> the city of Belfast, Maine (the City) filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the prior approval requirements of 49 U.S.C. 10903 to abandon approximately 2.0 miles of rail line known as the Belfast and Moosehead Lake Railroad, extending between milepost 0.33 in downtown Belfast at the U.S. Route 1 overpass and milepost 2.33, located approximately at Oak Hill Road in the City of Belfast, Waldo County, Me. (the Line). The Line

<sup>1</sup> The City originally submitted a verified notice of exemption seeking abandonment of the Line on June 25, 2013. However, this abandonment proceeding was held in abeyance on August 13, 2013, to permit the City to seek the requisite regulatory authority to acquire the Line. *City of Belfast, Me.—Acquis. Exemption—Certain Assets of Belfast & Moosehead Lake R.R.*, FD 35766 (STB Served Dec. 26, 2013). The acquisition exemption sought by the City in Docket No. FD 35766 became effective on January 9, 2014. On December 9, 2013, the City filed a verified statement and amendment in Docket No. AB 1109X asking the Board to convert the notice of exemption seeking abandonment into a petition for abandonment. By publication of this notice, the abandonment proceeding is removed from abeyance, and the petition for abandonment is deemed to have been filed on January 10, 2014.

traverses United States Postal Service Zip Code 04915 and includes the station of City Point at milepost 2.16.<sup>2</sup>

The City states that, based on information in its possession, the Line does not contain federally granted rights-of-way. Any documentation in the City's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

By issuing this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued no later than April 30, 2014.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than May 9, 2014, or 10 days after service of a decision granting the petition for exemption, whichever occurs sooner. Each OFA must be accompanied by a \$1,600 filing fee. *See* 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than February 19, 2014.<sup>3</sup> Each trail use request must be accompanied by a \$250 filing fee. *See* 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to Docket No. AB 1109X and must be sent to: (1) Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001; and (2) Kristin M. Collins, Kelly & Collins, LLC, 96 High Street, Belfast, ME 04915. Replies to the petition are due on or before February 19, 2014.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238 or refer

to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis (OEA) at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by OEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact OEA to obtain a copy of the EA (or EIS). The EA in this abandonment proceeding was made available on January 24, 2014. The deadline for submission of comments on the EA is February 3, 2014.

Board decisions and notices are available on our Web site at [WWW.STB.DOT.GOV](http://WWW.STB.DOT.GOV).

Decided: January 27, 2014.

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

**Derrick A. Gardner,**  
Clearance Clerk.

[FR Doc. 2014-01884 Filed 1-29-14; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB 1095 (Sub-No. 1)]

#### **Paulsboro Refining Company LLC—Adverse Abandonment—In Gloucester County, NJ.**

On January 10, 2014, Paulsboro Refining Company LLC (PRC) filed an application under 49 U.S.C. 10903, requesting that the Surface Transportation Board (Board) authorize the third-party or adverse abandonment of approximately 5.8 miles of rail line (the Line) owned by PRC and currently operated by SMS Rail Service, Inc. (SMS). The Line is in Gloucester County, N.J., and traverses United States Postal Service Zip Code 08066. There are no mileposts or stations associated with the Line. The application is available on the Board's Web site at <http://www.stb.dot.gov>, or a copy can be secured from applicant's counsel, whose name and address appear below.

PRC owns a 970-acre refinery in Paulsboro, N.J. Within this facility, it owns the Line, which consists of approximately 5.8 miles of railroad tracks. SMS has provided service over the Line since August 2000, when it

entered into an operating agreement with the facility's prior owner, Valero Refining Company—New Jersey (Valero-NJ).<sup>1</sup> Under the agreement, as amended, SMS provides common carrier service by interchanging traffic with Consolidated Rail Corporation (Conrail), on behalf of Norfolk Southern Railway Company (NSR) and CSX Transportation, Inc. (CSXT). SMS also provides plant switching services under the agreement.

PRC states that it no longer needs or seeks to use the common carrier services of SMS, and it wishes to receive its common carrier service from NSR, CSXT, or their agent Conrail, and to have its internal switching performed by a noncarrier switching contractor. PRC states that SMS currently serves only it and, to a minor extent, ExxonMobil Corporation (ExxonMobil). PRC adds that ExxonMobil "can also be served by PRC's contract switching carrier" and does not object to the abandonment. PRC advises that it has given SMS proper notice of termination, as provided by their contract, but that SMS has refused to vacate the Line or file for abandonment authority to terminate its operations. According to PRC, it filed the instant application to remove Board jurisdiction from SMS's operation of the Line so that PRC can proceed to evict SMS under New Jersey state law.

In a decision served in this proceeding on July 26, 2012, PRC was granted exemptions from several statutory provisions as well as waivers of certain Board regulations at 49 CFR part 1152 that were not relevant to its adverse abandonment application or that sought information not available to it. Specifically, PRC was granted waivers of certain requirements pertaining to the notice of intent prescribed at 49 CFR 1152.21; exemption from 49 U.S.C. 10903(c) and waiver of 49 CFR 1152.22(a)(5) pertaining to System Diagram Maps; waiver of 49 CFR 1152.20(a)(2)(x) that notice be served on Amtrak; waiver of 49 CFR 1152.20(a)(2)(xii) that notice be served on the headquarters of all duly certified labor organizations; exemption from 49 U.S.C. 10903(a)(3)(B) and waiver of 49 CFR 1152.20(a)(3) concerning posting the notice of intent; waiver of 49 CFR 1152.33(d) pertaining to revenue and cost data; waiver of 49 CFR 1152.22(i) concerning the wording of this notice; exemption from 49 U.S.C. 10904 and waiver of 49 CFR 1152.27, which govern an offer of financial assistance (OFA) to continue common

<sup>2</sup> The City states that there has been no freight traffic on the Line since 1990.

<sup>3</sup> The City states that it has determined that the best use of the line is a scenic recreational walking and bicycling trail and asks the Board to issue a notice of interim trail use (NITU). It is well established that OFAs to acquire rail lines for continued rail service or to subsidize rail operations take priority over interim trail use/rail banking. *See, e.g., Mid-Michigan R.R.—Aban. Exemption—In Kent, Ionia, & Montcalm Cnty., Mich.*, AB 364 (Sub-No. 12X) (STB served Apr. 4, 2008). Thus, any NITU the Board may issue cannot take effect until after the OFA process has been allowed to proceed.

<sup>1</sup> *See SMS Rail Service—Acquis. and Operation Exemption—Valero Refining Co.—N. J.*, FD 33927 (STB served Sept. 22, 2000).