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Martha Christie,

Future Facilities Group Manager.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket Number NHTSA-2015-0084]

Reports, Forms, and Record Keeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Request for public comment on proposed collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections. This document describes one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before May 26, 2015.

ADDRESSES: You may submit comments identified by docket number at the heading of this notice by any of the following methods:

- **Web site:** <http://www.regulations.gov>. Follow the instructions for submitting comments on the electronic docket site by clicking on "Help and Information" or "Help/Info."

- **Fax:** 1-202-493-2251.

- **Mail:** U.S. Department of Transportation, Docket Operations, M-30, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

- **Hand Delivery:** 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. Note that all comments received will be posted without change to <http://www.regulations.gov>, including

any personal information provided. Please see the Privacy Act discussion below. We will consider all comments received before the close of business on the comment closing date indicated above. To the extent possible, we will also consider comments filed after the closing date.

Docket: For access to the docket to read comments received, go to <http://www.regulations.gov> at any time or to 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. Telephone: (202) 366-9826.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://www.dot.gov/privacy.html>.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Wayne McKenzie, Office of Crash Avoidance Standards (NVS-121), National Highway Traffic Safety Administration, West Building W43-462, 1200 New Jersey Avenue SE., Washington, DC 20590. Mr. McKenzie can be reached at (202) 366-1729.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

- Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;
- The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;
- How to enhance the quality, utility, and clarity of the information to be collected; and

- How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submissions of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information:

Title: 49 CFR Section 571.108, Compliance Labeling of Retroreflective Materials Heavy Trailer Conspicuity.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2127-0569.

Affected Public: Businesses or other for profit organizations.

Abstract: Federal Motor Vehicle Safety Standard No. 108, "Lamps, reflective devices, and associated equipment," specifies requirements for vehicle lighting for the purposes of reducing traffic accidents and their tragic results by providing adequate roadway illumination, improved vehicle conspicuity, appropriate information transmission through signal lamps, in both day, night, and other conditions of reduced visibility. For certifications and identification purposes, the Standard requires the permanent marking of the letters "DOT-C2," "DOT-C3," or "DOT-C4" at least 3mm high at regular intervals on retroreflective sheeting material having adequate performance to provide effective trailer conspicuity.

The manufacturers of new tractors and trailers are required to certify that their products are equipped with retroreflective material complying with the requirements of the standard. The Federal Motor Carriers Safety Administration (FMCSA) enforces this and other standards through roadside inspections of trucks. There is no practical field test for the performance requirements, and labeling is the only objective way of distinguishing trailer conspicuity grade material from lower performance material. Without labeling, FMCSA will not be able to enforce the performance requirements of the standard and the compliance testing of new tractors and trailers will be complicated. Labeling is also important to small trailer manufacturers because it may help them certify compliance. Because wider stripes or material of lower brightness also can provide the minimum safety performance, the marking system serves the additional role of identifying the minimum stripe width required for retroreflective conspicuity of the particular material.

Estimated Annual Burden: 1 hours.

Number of respondents: 6.

Raymond R. Posten,

Associate Administrator for Rulemaking.

[FR Doc. 2015-06902 Filed 3-25-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35909]

Signal Specialties, Inc.—Acquisition and Operation Exemption—Line in Buchanan County, MO

Signal Specialties, Inc. (SSI), a noncarrier, has filed a verified notice of exemption ¹ under 49 CFR 1150.31, to acquire from Transit America, LLC (TA, LLC) ² and to operate approximately 1,650 feet of rail line in Buchanan County, Mo., (the Line). The Line extends along the Easton-Saxton Road and connects to a BNSF Railway Company (BNSF) mainline on the west end and to track owned by Herzog

¹ SSI originally filed the notice of exemption on February 23, 2015, and filed a supplement on March 10, 2015. Therefore, March 10, 2015, is considered the filing date and the basis for all dates in this notice.

² SSI is a noncarrier and has invoked 49 CFR 1150.31 to acquire rights by contract, which it refers to as “trackage rights.”

Contracting Corporation (HCC) on the east end. According to SSI, there are no milepost designations on the Line.

The Line was part of a longer line extending between St. Joseph, Mo., and Laclede, Mo. This longer line was abandoned by a predecessor to BNSF in 1984.³ Sometime after 1984, but prior to October 2002, Herzog Contracting Corporation (HCC), an affiliate of TA, LLC, acquired a portion of the abandoned line. TA, LLC subsequently acquired the right, title, and interest to a portion of that abandoned line east of St. Joseph from HCC and commenced operations over it.⁴ SSI now seeks to enter into an agreement with TA, LLC to operate on the Line.

SSI certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier and will not exceed \$5 million.

SSI further certifies that the trackage rights agreement does not include a provision or agreement that may limit future interchange with a third-party connecting carrier.

³ See *Burlington N. R.R.—Aban. between Laclede & St. Joseph, in Linn, Buchanan, Clinton, DeKalb, Caldwell, & Livingston Cntys., Mo.*, AB 6 (Sub-No. 213X) (ICC served Oct. 26, 1984).

⁴ See *TransitAmerica, LLC—Operation Exemption—Line in Buchanan Cnty, Mo.*, FD 34253 (STB served Oct. 17, 2002).

The transaction may be consummated on or after April 9, 2015 (30 days after the supplemental notice of exemption was filed).

If the verified 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 April 2, 2015 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35909, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Kevin M. Sheys, Nossaman LLP, 1666 K St. NW., Suite 500, Washington, DC 20006.

Board decisions and notices are available on our Web site at “WWW.STB.DOT.GOV”.

Decided: March 23, 2015.

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

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2015-06952 Filed 3-25-15; 8:45 am]

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