

Transportation Research Institute, in collaboration with the Virginia Tech Transportation Institute and Montana State University, Western Transportation Institute, will conduct this study under a research contract with NHTSA.

Description of the Need for the Information and Proposed Use of the Information: The collection of information consists of: (1) An eligibility questionnaire, (2) a demographic questionnaire; and (3) post-study questionnaires. In the revised study design, minor changes were also made to the three instruments to reflect the study changes. Example changes include deleting the question asking for driver's social security number in the demographic questionnaire, and adding more open-end questions in the post-study questionnaires.

The information to be collected will be used to:

- *Eligibility questionnaire(s)* will be used to obtain self-reported driving history information. Individuals interested in participating in the study will be asked to provide information about their driving history. People who

have been convicted of felony motor convictions will be excluded. Individuals who pass the initial screening will be asked to provide their driver's license number and consent to review their driving records to confirm self-reported driving history information. Drivers' consent and driving license numbers will be used to obtain official driving records from the state of Michigan. Individuals will be excluded from participating in the study if they refuse to grant UMTRI permission to review their public driving records or if they have been convicted of felony motor convictions in the last 2 years. This exclusion criterion is used to reduce the liability risk of providing participants with research vehicles.

- *Demographic questionnaire* will be used to obtain demographic information to confirm that the study group includes participants from various groups (e.g., age; gender; part-time seat belt users or those who sometimes wear their belts; non-users or those who never wear a seat belt; etc. Other demographic information will be collected to describe

the study sample (e.g., annual travel distance).

- *Post-study questionnaire(s)* will be used to get information about drivers' beliefs and attitude towards each occupant protection technology tested, and to identify potential problems associated with each system. These questionnaires will also be used to assess perceived usability of the systems in terms of acceptance and satisfaction, as well as willingness to have this technology in their vehicle. Each driver will complete a post-study questionnaire once, at the end of the second week.

Respondents: Michigan drivers with a valid driver license.

Estimated Number of Respondents: 50 to 391.

Estimated Number of Responses: One to three responses per person, 17 to 85 questions total.

Estimated Total Annual Burden: 10 to 45 minutes per respondent (95.2 hours total).

Estimated Frequency: One-time for the eligibility; demographic questionnaire; and the post-study questionnaire.

TABLE 1—ESTIMATED BURDEN HOURS

Instrument	Number of respondents ⁴	Frequency of responses	Number of questions	Estimated individual burden (minutes)	Total estimated burden hours	Total annualize cost to respondents ⁵
Eligibility questionnaire	391	1	17	10	65.2	\$1377.60
Demographic questionnaire	60	1	23	5	5	105.70
Post-study questionnaire	50	1	45	30	25	528.50
Total					95.2	2011.80

⁴ The number of respondents in this table includes drop-out rates.

⁵ Estimated based on the mean hourly rate for Michigan (all occupations) is \$21.14 as reported in the May 2011 Occupational Employment and Wage Estimates, Bureau of Labor Statistics. http://www.bls.gov/oes/oes_dl.htm

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; 5 CFR part 1320; and 49 CFR 1.95.

Issued in Washington, DC.
Nathaniel Beuse,
Associate Administrator for Vehicle Safety Research.
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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 290 (Sub-No. 378X)]

**Norfolk Southern Railway Company—
 Abandonment Exemption—in
 Nottoway County, VA**

Norfolk Southern Railway Company (NSR) has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon approximately 0.70 miles of

railroad line (the Line). The Line extends between mileposts N 133.4 (near Atwood Street) and N 134.1 (near Highway 460 and Burkes Tavern Road), in Nottoway County, Va., and traverses United States Postal Service Zip Code 23922.

NSR has certified that: (1) No local traffic has moved over the Line for at least two years; (2) there is no overhead traffic on the Line that would have to 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 may become effective on October 17, 2015, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an

¹ 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.

OFA under 49 CFR 1152.27(c)(2),² and interim trail use/rail banking requests under 49 CFR 1152.29 must be filed by September 28, 2015. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by October 7, 2015, 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: William A. Mullins, 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*.

NSR has filed a combined environmental and historic report that address the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by September 22, 2015. 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

² Each OFA must be accompanied by the filing fee, which is currently set at \$1,600. See 49 CFR 1002.2(f)(25).

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 interim 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 September 17, 2016, 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: September 14, 2015.

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

Brendetta S. Jones,
Clearance Clerk.

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