

Camuy, Quebradillas, Isabela, Moca and Aguadilla in the Commonwealth of Puerto Rico.

**FOR FURTHER INFORMATION CONTACT:** Luis D. López-Rivera, PE, Environmental Specialist, FHWA Puerto Rico Division Office, 350 Avenue Carlos Chardón Suite 210, San Juan PR 00918-2161; Telephone: (787) 766-5600.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Puerto Rico Highway & Transportation Authority (PRHTA), will prepare an environmental impact statement (EIS) on a proposal for improvements to the Hatillo-Aguadilla Northwest Corridor in the Commonwealth of Puerto Rico. The proposed project starts at PR-22/PR-2 intersection in the municipality of Hatillo, and ends at State Road PR-2 between kilometers 128.0 and 130.0 in the municipality of Aguadilla for a total length of approximately 45 kilometers.

The main goals of the Northwest Corridor project are: (1) Complete an expressway from San Juan to Aguadilla; (2) provide a more efficient system linkage in the study corridor; (3) alleviate local congestion on PR-2 in the municipalities of Hatillo, Camuy, Quebradillas, Isabela, Moca, and Aguadilla; (4) reduce travel time in at least 20% from Hatillo to Aguadilla; (5) improve traffic safety conditions from Hatillo to Aguadilla; (6) reduce the vehicle operating and maintenance costs of vehicle owners using the route; (7) reduce vehicle air emissions; and (8) promote the socioeconomic development of the northwest region of Puerto Rico.

Alternates under consideration include but are not limited to the following: (1) Taking no action; (2) widening the existing four-lane and at grade intersections to six-lanes and intersection overpasses at State Road PR-2; (3) constructing a four-lanes, limited access highway on new location; (4) and (5) constructing four-lanes, limited access highway segments on two new locations in combination with widening the existing four-lane and at grade intersections to six-lanes and intersection overpasses on other State Road PR-2 segments; (6) Dynamic Toll Lanes at State Road PR-2 from Hatillo to Aguadilla and constructing a four lanes limited access highway on the Aguadilla segment. The EIS will be developed in accordance with 23 U.S.C. 139, 23 CFR 771, and 40 CFR 1500-1508.

Public involvement will occur throughout the development of the environmental studies and the EIS. These documents will be made available for review and comments by federal and

state resource agencies and the public. Specific efforts to encourage involvement by, and solicit comments from, minority and low-income populations in the project study area will be made. A series of public information meetings will be held during the project study. In addition, a public hearing will be held after the completion of the Draft EIS. Public notice will be given as to the time and place of all public information meetings and hearings.

Inquiries related to the Hatillo-Aguadilla Northwest Corridor Project EIS can be sent to FHWA at the address provided above or at <http://www.corredornoroeste.com>. To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties.

The EIS process will conclude with a Record of Decision selecting either the no build alternative or a preferred alternative.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Dated: July 29, 2014.

**Luis D. López-Rivera,**  
Environmental Specialist, San Juan, Puerto Rico.

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Information Collection Activities: Submission for the Office of Management and Budget (OMB) Review; Request for Comment

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**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 April 30, 2014 (**Federal Register**/Vol. 79, No. 83/pp. 24494-24495).

**DATES:** Submit comments to the Office of Management and Budget (OMB) on or before September 3, 2014.

**FOR FURTHER INFORMATION CONTACT:** Dr. Kathy Sifrit at the National Highway Traffic Safety Administration, Office of Behavioral Safety Research (NTI-132), W46-472, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Dr. Sifrit's phone number is 202-366-0868 and her email address is [kathy.sifrit@dot.gov](mailto:kathy.sifrit@dot.gov).

#### **SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2127—New.  
*Title:* Older Drivers and Navigation Devices.

*Form No.:* NHTSA Form 1260.

*Type of Review:* Regular.

*Respondents:* Drivers age 60 and older who have responded to a solicitation for participation in a study of older drivers and navigation devices and provided a phone number or email for contact.

*Estimated Number of Respondents:* A maximum of 320 phone conversations with respondents to a solicitation who have provided contact information, to yield 160 participants.

*Estimated Time per Response:* The average amount of time to respond to the questions is estimated at 10 minutes for each telephone conversation with a respondent.

*Total Estimated Annual Burden Hours:* 53.33 hours.

*Frequency of Collection:* The questions will be presented a single time.

*Abstract:* Some older drivers have difficulty navigating to unfamiliar places. As a result, they may restrict their driving thereby decreasing their quality of life or attempt to drive and potentially encounter difficulties including becoming lost and risking injury or death. A number of electronic devices have been advanced as means to prolong older adults' driving careers. These include electronic navigation systems (ENSs), which could aid older drivers through freeing cognitive resources otherwise needed for wayfinding. It is possible, however, that these systems may increase driver workload because they cause a distraction or select a route that is different than the driver expects. The purpose of the study is to document differences in older adults' driving performance while they drive to familiar destinations, unfamiliar destinations using paper directions, and unfamiliar

destinations using an ENS. The project will include participants who are experienced in using navigation devices to explore the effects of familiarity using an ENS on driving performance, and will then assess the benefits of providing training in using an ENS to older adults. Each driver who meets study inclusion criteria based on responses to the proposed questions will be asked if he or she wishes to participate. Volunteer participants will complete an evaluation session conducted by a driver rehabilitation specialist (DRS) to determine their fitness to drive. In the first segment of the study, participants will complete multiple on-the-road drives using no directional aid, turn-by-turn directions on paper, or an ENS. After participants have finished the driving tasks, they will complete an ENS destination entry task. In the next segment of the study, participants will receive training in ENS use before completing the drives, with a DRS assessing driver performance on each drive. The proposed questions are needed to allow research staff to ensure that prospective participants meet study inclusion criteria and facilitate their study participation. NHTSA will use findings from this study to develop recommendations to health care providers and to the public regarding safety consequences of older drivers' use of ENSs, with the ultimate goal of reducing injuries and loss of life on the highway.

**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 [oir\\_submission@omb.eop.gov](mailto:oir_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. 3506(c)(2)(A).

Issued in Washington, DC, on July 30, 2014.

**Jeff Michael,**

*Associate Administrator, Research and Program Development.*

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. AB 290 (Sub-No. 278X); Docket No. AB 55 (Sub-No. 728X)]

#### Central of Georgia Railroad Company—Abandonment Exemption—in Montgomery County, Ala.; CSX Transportation, Inc.—Discontinuance of Service Exemption—in Montgomery County, Ala.

Central of Georgia Railroad Company (CGA), a wholly owned subsidiary of Norfolk Southern Railway Company, and CSX Transportation, Inc. (CSXT) (collectively, applicants) have jointly filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* for (1) CGA to abandon a total of 2.12 miles of CGA railroad line extending between Milepost H 411.50 and Milepost H 413.62, in the City of Montgomery, Montgomery County, Ala. (the Line); and (2) CSXT to discontinue service over approximately 0.55 miles of the Line, between Milepost H 413.07 and Milepost H 413.62. The Line traverses United States Postal Service Zip Codes 36104 and 36107.

Applicants have 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 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 these exemptions, any employee adversely affected by the abandonment or discontinuance 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, these exemptions will be effective on September 3, 2014, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>1</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>2</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by August 14, 2014. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by August 25, 2014, 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 applicants' representatives: William A. Mullins (representing CGA), Baker & Miller PLLC, 2401 Pennsylvania Avenue NW., Suite 300, Washington, DC 20037; and Louis E. Gitomer (representing CSXT), Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

If the verified notice contains false or misleading information, the exemptions are void *ab initio*.

Applicants have filed a combined environmental and historic report that addresses the effects, if any, of the abandonment and discontinuance on the environment and historic resources. OEA will issue an environmental assessment (EA) by August 8, 2014. 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 (FIRS) at 1-800-877-8339. Comments on environmental and historic preservation matters must be filed within 15 days

<sup>1</sup> 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.

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