

NORTHERLY PROPERTY LINE TO A POINT BEING 365.73 FEET RIGHT OF STATION 443 PLUS 66.41 OF INTERSTATE 80 CENTERLINE AND, THE PRINCIPAL PLACE OF BEGINNING; THENCE SOUTH 89 DEGREES 38 MINUTES 58 SECONDS EAST 7.00 FEET CONTINUING ALONG SAID OWNERS' NORTHERLY PROPERTY LINE TO A POINT, SAID POINT BEING OWNERS' NORTHEASTERLY PROPERTY CORNER; THENCE SOUTH 00 DEGREES 30 MINUTES 02 SECONDS WEST 60.00 FEET ALONG SAID OWNERS' EASTERLY PROPERTY LINE TO A POINT; THENCE NORTH 06 DEGREES 09 MINUTES 59 SECONDS WEST 60.39 FEET TO THE PRINCIPAL PLACE OF BEGINNING, CONTAINING 210 SQUARE FEET, MORE OR LESS, EXCLUSIVE OF ALL LEGAL HIGHWAYS. TOGETHER WITH ALL RIGHTS OR EASEMENTS OF ACCESS TO OR FROM SAID LIMITED ACCESS HIGHWAY, FROM OR TO THE LAND OF SAID PERSONS ABUTTING UPON THAT PORTION OF SAID LIMITED ACCESS HIGHWAY, AS SHOWN BY THE PLANS OF SAID IMPROVEMENT HEREIN REFERRED TO. DESCRIPTION FOR THE ABOVE PARCELS IS BASED ON A SURVEY MADE BY NORMAN H. WILKE, REGISTERED SURVEYOR NO. 598.

PARCEL NO. 592 WL-2 (HIGHWAY)

BEGINNING AT A STONE MONUMENT IN THE CENTERLINE OF ROCKY RIVER DRIVE (70 FEET WIDE) AT ITS INTERSECTION WITH THE SOUTHERLY LINE OF SAID ORIGINAL ROCKPORT TOWNSHIP SECTION 3, WHICH IS ALSO THE CONSTRUCTION BASE LINE OF BROOKPARK ROAD (S.R. 17); THENCE SOUTH 89 DEGREES 29 MINUTES 58 SECONDS EAST 90.00 FEET ALONG THE SAID NORTHERLY LINE OF BROOKPARK ROAD (100 FEET WIDE) TO A POINT; THENCE NORTH 60 DEGREES 57 MINUTES 36 SECONDS EAST 34.48 FEET TO A POINT, SAID POINT BEING ON OWNERS' EASTERLY PROPERTY LINE; THENCE SOUTH 00 DEGREES 30 MINUTES 02 SECONDS WEST 17.00 FEET ALONG THE SAID OWNERS' EASTERLY PROPERTY LINE TO A POINT, SAID POINT BEING ON THE NORTHERLY LINE OF BROOKPARK ROAD (100 FEET WIDE); THENCE SOUTH 00 DEGREES 30 MINUTES 02 SECONDS WEST 30.00 FEET CONTINUING ALONG SAID OWNERS' EASTERLY PROPERTY LINE TO A POINT, SAID POINT BEING ON THE CONSTRUCTION BASE LINE OF BROOKPARK ROAD (S.R. 17), WHICH IS ALSO THE SOUTHERLY LINE OF ORIGINAL ROCKPORT TOWNSHIP SECTION NO. 3 AS AFORESAID; THENCE NORTH 89 DEGREES 29 MINUTES 58 SECONDS WEST 122.92 FEET ALONG THE SAID CONSTRUCTION BASE LINE OF BROOKPARK ROAD (S.R. 17) TO THE PRINCIPAL PLACE OF BEGINNING, CONTAINING 255 SQUARE FEET, MORE OR LESS EXCLUSIVE OF THE PRESENT ROAD WHICH OCCUPIES 3,644 SQUARE FEET, MORE OR LESS. TOGETHER WITH ALL RIGHTS OR EASEMENTS OF ACCESS TO OR FROM SAID LIMITED ACCESS HIGHWAY, FROM OR TO THE LAND OF SAID PERSONS ABUTTING UPON THAT

PORTION OF SAID LIMITED ACCESS HIGHWAYS, AS SHOWN BY THE PLANS OF SAID IMPROVEMENT HEREIN REFERRED TO. DESCRIPTION FOR THE ABOVE PARCEL IS BASED ON NORMAN M. WILKE, REGISTERED SURVEYOR NO. 598.

This property contains approximately 2.54 acres.

Issued in Romulus, Michigan, on March 28, 2014.

John L. Mayfield, Jr.,

Manager, Detroit Airports District Office,
FAA, Great Lakes Region.

[FR Doc. 2014-08111 Filed 4-9-14; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No FMCSA-2011-0097]

Pilot Program on NAFTA Trucking Provisions

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), U.S. DOT.

ACTION: Notice; request for public comment.

SUMMARY: FMCSA announces the availability of and requests public comment on data and information about Importaciones y Distribuciones Latina America Gami SA de CV (IDLA), a new motor carrier that does not currently have a U.S. Department of Transportation (U.S.DOT) registration number. IDLA applied to participate in the Agency's long-haul pilot program to test and demonstrate the ability of Mexico-domiciled motor carriers to operate safely in the United States beyond the municipalities in the United States on the United States-Mexico international border or the commercial zones of such municipalities. This action is required by the "U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007" and all subsequent appropriations.

DATES: Comments must be received on or before April 21, 2014.

ADDRESSES: You may submit comments identified by Federal Docket Management System Number FMCSA-2011-0097 by any one of the following methods:

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

- *Mail:* Docket Management Facility; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001.

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

Fax: 1-202-493-2251. Each submission must include the Agency name and the docket number for this notice. Note that DOT posts all comments received without change to www.regulations.gov, including any personal information included in a comment. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments, go to www.regulations.gov at any time or visit Room W12-140 on the ground level of the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays. The on-line Federal document management system is available 24 hours each day, 365 days each year. If you want acknowledgment that we received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting comments on-line.

Privacy Act: Anyone may search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or of the person signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's Privacy Act Statement for the Federal Docket Management System published in the **Federal Register** on January 17, 2008 (73 FR 3316), or you may visit <http://edocket.access.gpo.gov/2008/pdf/E8-785.pdf>.

FOR FURTHER INFORMATION CONTACT: Marcelo Perez, North American Borders Division, (202) 510-0211; marcelo.perez@dot.gov. If you have questions on viewing or submitting material to the docket, contact Barbara Hairston, Acting Program Manager, Docket Operations, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION:

Public Participation and Request for Comments

FMCSA encourages you to participate by submitting comments and related materials.

Submitting Comments

If you submit a comment, please include the docket number (FMCSA-2011-0097), indicate the specific question to which each comment

applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so the Agency can contact you if it has questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov> and type "FMCSA-2011-0097" in the search box. Locate this document in the list and click on "Comment Now!" If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

Viewing Comments and Documents

To view comments, as well as documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov> and type "FMCSA-2011-0097" in the search box and locate this document in the list. Next, click "Open Docket Folder" and click on the title of the document you wish to view. If you do not have access to the Internet, you may view the docket online by visiting the Docket Management Facility in Room W12-140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday.

Note that all comments received, including any personal information provided, will be posted without change to <http://www.regulations.gov>. Please see the "Privacy Act" heading below.

Background

On May 25, 2007, the President signed into law the U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007 (the Act), (Pub. L. 110-28, 121 Stat. 112, 183, May 25, 2007). Section 6901 of the Act requires that certain actions be taken by the DOT as a condition of obligating or expending appropriated funds to grant authority to Mexico-domiciled motor carriers to operate beyond the municipalities in the United States on the United States-Mexico international border or the commercial zones of such municipalities (border commercial zones).

On July 8, 2011, FMCSA announced in the **Federal Register** (76 FR 40420) its

intent to proceed with the initiation of a U.S.-Mexico cross-border long-haul trucking pilot program to test and demonstrate the ability of Mexico-domiciled motor carriers to operate safely in the United States beyond the border commercial zones as detailed in the Agency's April 13, 2011, **Federal Register** notice (76 FR 20807). The pilot program is a part of FMCSA's implementation of the North American Free Trade Agreement (NAFTA) cross-border long-haul trucking provisions in compliance with section 6901(b)(2)(B) of the Act. FMCSA reviewed, assessed, and evaluated the required safety measures as noted in the July 8, 2011, notice and considered all comments received on or before May 13, 2011, in response to the April 13, 2011, notice. Additionally, to the extent practicable, FMCSA considered comments received after May 13, 2011.

In accordance with section 6901(b)(2)(B)(i) of the Act, FMCSA is required to publish in the **Federal Register**, and provide sufficient opportunity for public notice and comment comprehensive data and information on the Pre-Authorization Safety Audits (PASAs) conducted of motor carriers domiciled in Mexico that are granted authority to operate beyond the border commercial zones. This notice serves to fulfill this requirement.

FMCSA is seeking public comment about the data and information relating to a PASA completed on January 14, 2014. FMCSA announces that the Mexico-domiciled motor carrier in Table 1 successfully completed the PASA. Notice of this completion was also published in the FMCSA Register.

Tables 2, 3 and 4 (all titled "Successful Pre-Authorization Safety Audit (PASA) Information") set out additional information on the carrier(s) noted in Table 1. A narrative description of each column in the tables is provided as follows:

A. *Row Number in the Appendix for the Specific Carrier*: The row number for each line in the tables.

B. *U.S. DOT Carrier*: The legal name of the Mexico-domiciled motor carrier that applied for authority to operate in the United States (U.S.) beyond the border commercial zones and was considered for participation in the long-haul pilot program.

C. *U.S. DOT Number*: The identification number assigned to the Mexico-domiciled motor carrier and required to be displayed on each side of the motor carrier's power units. If granted provisional operating authority, the Mexico-domiciled motor carrier will be required to add the suffix "X" to the ending of its assigned U.S. DOT Number

for those vehicles approved to participate in the pilot program.

D. *FMCSA Register Number*: The number assigned to the Mexico-domiciled motor carrier's operating authority as found in the FMCSA Register.

E. *PASA Initiated*: The date the PASA was initiated.

F. *PASA Completed*: The date the PASA was completed.

G. *PASA Results*: The results upon completion of the PASA. The PASA receives a quality assurance review before approval. The quality assurance process involves a dual review by the FMCSA Division Office supervisor of the auditor assigned to conduct the PASA and by the FMCSA Service Center designated for the specific FMCSA Division Office. This dual review ensures the successfully completed PASA was conducted in accordance with FMCSA policy, procedures and guidance. Upon approval, the PASA results are uploaded into the FMCSA's Motor Carrier Management Information System (MCMIS). The PASA information and results are then recorded in the Mexico-domiciled motor carrier's safety performance record in MCMIS.

H. *FMCSA Register*: The date FMCSA published notice of a successfully completed PASA in the FMCSA Register. The FMCSA Register notice advises interested parties that the application has been preliminarily granted and that protests to the application must be filed within 10 days of the publication date. Protests are filed with FMCSA Headquarters in Washington, DC. The notice in the FMCSA Register lists the following information:

- a. Current registration number (e.g., [MX-12345]);
- b. Date the notice was published in the FMCSA Register;
- c. The applicant's name and address; and
- d. Representative or contact information for the applicant.

The FMCSA Register may be accessed through FMCSA's Licensing and Insurance public Web site at <http://li-public.fmcsa.dot.gov/>, and selecting FMCSA Register in the drop down menu.

I. *U.S. Drivers*: The total number of the motor carrier's drivers approved for long-haul transportation in the United States beyond the border commercial zones.

J. *U.S. Vehicles*: The total number of the motor carrier's power units approved for long-haul transportation in the United States beyond the border commercial zones.

K. *Passed Verification of 5 Elements (Yes/No)*: A Mexico-domiciled motor carrier will not be granted provisional operating authority if FMCSA cannot verify all of the following five mandatory elements. FMCSA must:

- a. Verify a controlled substances and alcohol testing program consistent with 49 CFR part 40.
- b. Verify a system of compliance with hours-of-service rules of 49 CFR part 395, including recordkeeping and retention;
- c. Verify the ability to obtain financial responsibility as required by 49 CFR part 387, including the ability to obtain insurance in the United States;
- d. Verify records of periodic vehicle inspections as required by 49 CFR part 396, and
- e. Verify the qualifications of each driver the carrier intends to use under such authority, as required by 49 CFR parts 383 and 391, including confirming the validity of each driver's Licencia Federal de Conductor and English language proficiency.

L. *If No, Which Element Failed*: If FMCSA cannot verify one or more of the five mandatory elements outlined in 49 CFR part 365, Appendix A, Section III, this column will specify which mandatory element(s) cannot be verified.

Please note that for items L through P below, during the PASA, after verifying the five mandatory elements discussed in item K above, FMCSA will gather information by reviewing a motor carrier's compliance with "acute and critical" regulations of the Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs). Acute regulations are those where noncompliance is so severe as to require immediate corrective actions by a motor carrier regardless of the overall basic safety management controls of the motor carrier. Critical regulations are those where noncompliance relates to management and/or operational controls. These regulations are indicative of breakdowns in a carrier's management controls. A list of acute and critical regulations is included in 49 CFR part 385, Appendix B, Section VII.

Parts of the FMCSRs and HMRs having similar characteristics are combined together into six regulatory areas called "factors." The regulatory factors are intended to evaluate the adequacy of a carrier's management controls.

M. *Passed Phase 1, Factor 1*: A "yes" in this column indicates the carrier has successfully met Factor 1 (listed in part 365, Subpart E, Appendix A, Section IV(f)). Factor 1 includes the General Requirements outlined in parts 387 (Minimum Levels of Financial Responsibility for Motor Carriers) and 390 (Federal Motor Carrier Safety Regulations—General).

N. *Passed Phase 1, Factor 2*: A "yes" in this column indicates the carrier has successfully met Factor 2, which includes the Driver Requirements outlined in parts 382 (Controlled Substances and Alcohol Use and Testing), 383 (Commercial Driver's License Standards; Requirements and Penalties) and 391 (Qualifications of Drivers and Longer Combination Vehicle (LCV) Driver Instructors).

O. *Passed Phase 1, Factor 3*: A "yes" in this column indicates the carrier has successfully met Factor 3, which includes the Operational Requirements outlined in parts 392 (Driving of Commercial Motor Vehicles) and 395 (Hours of Service of Drivers).

P. *Passed Phase 1, Factor 4*: A "yes" in this column indicates the carrier has successfully met Factor 4, which includes the Vehicle Requirements outlined in parts 393 (Parts and Accessories Necessary for Safe Operation) and 396 (Inspection, Repair and Maintenance) and vehicle inspection and out-of-service data for the last 12 months.

Q. *Passed Phase 1, Factor 5*: A "yes" in this column indicates the carrier has successfully met Factor 5, which includes the hazardous material requirements outlined in parts 171 (General Information, Regulations, and Definitions), 177 (Carriage by Public Highway), 180 (Continuing Qualification and Maintenance of Packagings) and 397 (Transportation of Hazardous Materials; Driving and Parking Rules).

R. *Passed Phase 1, Factor 6*: A "yes" in this column indicates the carrier has successfully met Factor 6, which includes Accident History. This factor is the recordable accident rate during the past 12 months. A recordable "accident" is defined in 49 CFR 390.5, and means an accident involving a commercial motor vehicle operating on a public road in interstate or intrastate commerce which results in a fatality; a bodily injury to a person who, as a result of the injury, immediately

received medical treatment away from the scene of the accident; or one or more motor vehicles incurring disabling damage as a result of the accident requiring the motor vehicle to be transported away from the scene by a tow truck or other motor vehicle.

S. *Number U.S. Vehicles Inspected*: The total number of vehicles (power units) the motor carrier is approved to operate in the United States beyond the border commercial zones that received a vehicle inspection during the PASA. During a PASA, FMCSA inspected all power units to be used by the motor carrier in the pilot program and applied a current Commercial Vehicle Safety Alliance (CVSA) inspection decal, if the inspection is passed successfully. This number reflects the vehicles that were inspected, irrespective of whether the vehicle received a CVSA inspection at the time of the PASA decal as a result of a passed inspection.

T. *Number U.S. Vehicles Issued CVSA decal*: The total number of inspected vehicles (power units) the motor carrier is approved to operate in the United States beyond the border commercial zones that received a CVSA inspection decal as a result of an inspection during the PASA.

U. *Controlled Substances Collection*: Refers to the applicability and/or country of origin of the controlled substance and alcohol collection facility that will be used by a motor carrier that has successfully completed the PASA.

a. "US" means the controlled substance and alcohol collection facility is based in the United States.

b. "MX" means the controlled substance and alcohol collection facility is based in Mexico.

c. "Non-CDL" means that during the PASA, FMCSA verified that the motor carrier is not utilizing commercial motor vehicles subject to the commercial driver's license requirements as defined in 49 CFR 383.5 (Definition of Commercial Motor Vehicle). Any motor carrier that does not operate commercial motor vehicles as defined in § 383.5 is not subject to DOT controlled substance and alcohol testing requirements.

V. *Name of Controlled Substances and Alcohol Collection Facility*: Shows the name and location of the controlled substances and alcohol collection facility that will be used by a Mexico-domiciled motor carrier that has completed the PASA.

TABLE 1

Row number in Tables 2, 3 and 4 of the Appendix to today's notice	Name of carrier	U.S. DOT No.
1	Importaciones y Distribuciones Latina America Gami SA de CV	N/A

TABLE 2—SUCCESSFUL PRE-AUTHORIZATION SAFETY AUDIT (PASA) INFORMATION
[See also Tables 3 and 4]

Column A—Row No.	Column B—Name of carrier	Column C—US DOT No.	Column D—FMCSA Register No.	Column E—PASA initiated	Column F—PASA completed	Col. G—PASA results	Col. H—FMCSA register	Col. I—US drivers	Col. J—US vehicles
1	Importaciones y Distribuciones Latina America Gami SA de CV (IDLA).	N/A	MX-861978	01/06/2014	01/14/2014	PASS	03/31/2014	1	1

TABLE 3—SUCCESSFUL PRE-AUTHORIZATION SAFETY AUDIT (PASA) INFORMATION
[See also Tables 2 and 4]

Column A—Row No.	Column B—Name of carrier	Column C—US DOT No.	Column D—FMCSA Register No.	Column K—Passed verification of 5 elements (Yes/No)	Column L—If no, which element failed	Column M—passed phase 1 factor 1	Column N—passed phase 1 factor 2	Column O—passed phase 1 factor 3	Column P—passed phase 1 factor 4
1	Importaciones y Distribuciones Latina America Gami SA de CV (IDLA).	N/A	MX-861978	Yes	N/A	Yes	Yes	Yes	Yes.

TABLE 4—SUCCESSFUL PRE-AUTHORIZATION SAFETY AUDIT (PASA) INFORMATION AS OF SEPTEMBER 9, 2011
[See also Tables 2 and 3]

Column A—Row No.	Column B—name of carrier	Column C—US DOT No.	Column D—FMCSA Register No.	Column Q—Passed Phase 1 Factor 5	Column R—Passed Phase 1 Factor 6	Column S—Number US vehicles inspected	Column T—Number US vehicles issued CVSA decal	Column U controlled substance collection	Column V—Name of controlled substances and alcohol Collection Facility
1	Importaciones y Distribuciones Latina America Gami SA de CV (IDLA).	N/A	MX-861978	Yes	Yes	1	1	N/A	N/A

In an effort to provide as much information as possible for review, the application and PASA results for this carrier are posted at the Agency's Web site for the pilot program at <http://www.fmcsa.dot.gov/intl-programs/trucking/Trucking-Program.aspx>. For carriers that participated in the Agency's demonstration project that ended in 2009, copies of the previous PASA and compliance review, if conducted, are also posted. All documents were redacted so that personal information regarding the drivers is not released. Sensitive business information, such as the carrier's tax identification number, is also redacted. In response to previous comments received regarding the PASA notice process, FMCSA also posted copies of the vehicle inspections conducted during the PASA in the PASA document.

IDLA is a Mexico-domiciled motor carrier based in Tijuana, Baja California

del Norte, Mexico. The applicant is not currently registered as an OP-2 commercial zone carrier. The applicant has no history in the Demonstration Project. The applicant does not have any existing inspections or SMS scores.

A list of the carrier's vehicles approved by FMCSA for use in the pilot program is also available at the above referenced Web site. IDLA will be operating a vehicle that is less than 26,001 pounds. Therefore, IDLA is not subject to controlled substances and alcohol testing requirements found in 49 CFR part 40 and Part 382.

In its application, IDLA acknowledged an affiliation with Hector Serrano Lee dba Importaciones y Distribuciones Latina America Gami, a U.S.-domiciled motor carrier with USDOT number 1983616 and MC number 702408. The affiliated motor carrier, Hector Serrano Lee, has no identified safety issues, and no Safety Measurement System scores at or above

alert thresholds as of February 21, 2014. Hector Serrano Lee has no enforcement history with FMCSA.

Request for Comments

In accordance with the Act, FMCSA requests public comment from all interested persons on the PASA information presented in this notice. All comments received before the close of business on the comment closing date indicated at the beginning of this notice will be considered and will be available for examination in the docket at the location listed under the **ADDRESSES** section of this notice. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable. In addition to late comments, the FMCSA will also continue to file, in the public docket, relevant information that becomes available after the comment closing date. Interested persons should continue

to examine the public docket for new material.

FMCSA notes that under its regulations, preliminary grants of authority, pending the carrier's showing of compliance with insurance and process agent requirements and the resolution of any protests, are publically noticed through publication in the FMCSA Register. Any protests of such grants must be filed within 10 days of publication of notice in the FMCSA Register.

Issued On: April 2, 2014.

Anne S. Ferro,
Administrator.

[FR Doc. 2014-08064 Filed 4-9-14; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35808 (Sub-No. 1)]

BNSF Railway Company—Temporary Trackage Rights Exemption—Union Pacific Railroad Company

AGENCY: Surface Transportation Board, DOT.

ACTION: Partial Revocation of Exemption.

SUMMARY: Under 49 U.S.C. 10502, the Board revokes the class exemption as it pertains to the trackage rights described in Docket No. 35808¹ to permit the trackage rights to expire at midnight on October 31, 2014, in accordance with the agreement of the parties, subject to the employee protective 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).

DATES: This decision is effective on May 10, 2014. Petitions to stay must be filed by April 21, 2014. Petitions for

¹In that docket, on February 28, 2014, BNSF Railway Company (BNSF) filed a verified notice of exemption under the Board's class exemption procedures at 49 CFR 1180.2(d)(7). The notice addressed an agreement in which Union Pacific Railroad Company (UP) granted temporary local trackage rights to BNSF over UP's lines extending between: (1) UP milepost 93.2 at Stockton, Cal., on UP's Oakland Subdivision, and UP milepost 219.4 at Elsey, Cal., on UP's Canyon Subdivision, a distance of approximately 126.2 miles, and (2) UP milepost 219.4 at Elsey, Cal., and UP milepost 280.7 at Keddie, Cal., on UP's Canyon Subdivision, a distance of 61.3 miles. BNSF states that the trackage rights that were granted there are only temporary rights, but, because they are "local" rather than "overhead" rights, they do not qualify for the Board's class exemption for temporary trackage rights at 49 CFR 1180.2(d)(8). See *BNSF Ry.—Temporary Trackage Rights Exemption—Union Pac. R.R.*, FD 35808 (STB served Mar. 24, 2014).

reconsideration must be filed by April 30, 2014.

ADDRESSES: Send an original and 10 copies of all pleadings, referring to Docket No. FD 35808 (Sub-No. 1) to: Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on BNSF's representative, Karl Morell, Of Counsel, Ball Janik LLP, Suite 225, 655 Fifteenth Street NW., Washington, DC 20005.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar, (202) 245-0395. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at (800) 877-8339.]

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision. Board decisions and notices are available on our Web site at "WWW.STB.DOT.GOV."

Decided: April 4, 2014.

By the Board, Chairman Elliott and Vice Chairman Begeman.

Raina S. White,
Clearance Clerk.

[FR Doc. 2014-08051 Filed 4-9-14; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF THE TREASURY

Monitoring Availability and Affordability of Auto Insurance

AGENCY: Federal Insurance Office, Treasury.

ACTION: Notice; Request for information.

SUMMARY: The Dodd-Frank Wall Street Reform and Consumer Protection Act provides the Federal Insurance Office with a number of authorities including monitoring the extent to which traditionally underserved communities and consumers, minorities, and low- and moderate-income persons have access to affordable insurance products regarding all lines of insurance, except health insurance. Treasury issues this notice to elicit comment from state insurance regulators, consumer organizations, representatives of the insurance industry, policyholders, academia, and others as appropriate regarding: (1) A reasonable and meaningful definition of affordability; and (2) the metrics and data FIO should use to monitor the extent to which traditionally underserved communities and consumers, minorities, and low- and moderate-income persons have access to affordable auto insurance.

DATES: Comments must be received on or before June 9, 2014.

ADDRESSES: Please submit comments electronically through the Federal eRulemaking Portal: <http://www.regulations.gov>, or by mail (if hard copy, preferably an original and two copies) to the Federal Insurance Office, Attention: Lindy Gustafson, Room 1319 MT, Department of the Treasury, 1500 Pennsylvania Avenue NW., Washington, DC 20220. As postal mail may be subject to processing delay, it is recommended that comments be submitted electronically. All comments should be captioned with "Monitoring Availability and Affordability of Auto Insurance." Please include your name, group affiliation, if any, address, email address and telephone number(s) in your comment.

In general, comments received will be posted on <http://www.regulations.gov> without change, including any business or personal information provided. Comments received, including attachments and other supporting materials, will be part of the public record and subject to public disclosure. Do not enclose any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

FOR FURTHER INFORMATION CONTACT: Lindy Gustafson, Federal Insurance Office, 202-622-6245 (not a toll free number).

SUPPLEMENTARY INFORMATION:

I. Background: Congress passed and President Obama signed into law the Dodd-Frank Wall Street Reform and Consumer Protection Act (Dodd-Frank Act) (Pub. L. 111-203) in July 2010. Subtitle A of Title V of the Dodd-Frank Act established the Federal Insurance Office (FIO) in the U.S. Department of the Treasury (Treasury). The statute provides FIO with a number of authorities including monitoring the extent to which traditionally underserved communities and consumers, minorities, and low- and moderate-income persons have access to affordable insurance products regarding all lines of insurance, except health insurance.

A number of insurance products provide essential financial security to consumers, in addition to satisfying certain state laws or requirements, including, but not limited to, personal auto insurance, homeowners insurance, life insurance, and annuities. FIO proposes to monitor the availability and affordability of personal auto insurance for the following reasons:

1. With the exception of New Hampshire, all states and the District of Columbia require consumers to