

SURFACE TRANSPORTATION BOARD**[Docket No. AB 1070 (Sub-No. 4X)]****Central Midland Railway Company—
Discontinuance of Service
Exemption—in Franklin County, Mo.**

Central Midland Railway Company (CMRC) has filed a verified notice of exemption under 49 CFR, part 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* to discontinue service over an approximately 9.71-mile rail line in Franklin County, Mo., between milepost 61.89 at Union and milepost 71.6 at Beaufort (the Line). The Line traverses U.S. Postal Service Zip Codes 63013 and 63084.

CMRC has certified that: (1) No local traffic has moved over the Line for at least two years;¹ (2) any overhead traffic can be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the Line (or 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 or any U.S. District Court or has been decided in favor of a complainant within the two-year period; and (4) the requirements at 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 discontinuance of service 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)² to subsidize continued rail service has been received, this exemption will be

effective on April 17, 2022, unless stayed pending reconsideration.³ Petitions to stay that do not involve environmental issues and formal expressions of intent to file an OFA to subsidize continued rail service under 49 CFR 1152.27(c)(2)⁴ must be filed by March 28, 2022.⁵ Petitions for reconsideration must be filed by April 7, 2022.

All pleadings, referring to Docket No. AB 1070 (Sub-No. 4X), should be filed with the Surface Transportation Board via e-filing on the Board's website. Additionally, a copy of each pleading filed with Board must be sent to CMRC's representative, Audrey E. Lane, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606–3208.

If the verified notice contains false or misleading information, the exemption is void ab initio.

Board decisions and notices are available at www.stb.gov.

Decided: March 15, 2022.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Raina White,
Clearance Clerk.

[FR Doc. 2022–05741 Filed 3–17–22; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD**[Docket No. EP 670 (Sub-No. 1)]****Notice of Rail Energy Transportation
Advisory Committee Meeting**

AGENCY: Surface Transportation Board.

ACTION: Notice of meeting.

SUMMARY: Notice is hereby given of a meeting of the Rail Energy Transportation Advisory Committee (RETAC), pursuant to the Federal Advisory Committee Act.

DATES: The meeting will be held on Wednesday, April 20, 2022, at 9:00 a.m. E.D.T.

ADDRESSES: The meeting will be held at the Surface Transportation Board headquarters at 395 E St. SW, Washington, DC 20423.

FOR FURTHER INFORMATION CONTACT: Kristen Nunnally at (202) 245–0312 or Kristen.Nunnally@stb.gov. Assistance for the hearing impaired is available

³ CMRC states that it intends to consummate the discontinuance of the Line after April 19, 2022.

⁴ The filing fee for OFAs can be found at 49 CFR 1002.2(f)(25).

⁵ Because this is a discontinuance proceeding and not an abandonment, interim trail use/rail banking and public use conditions are not appropriate. Because there will be an environmental review during abandonment, this discontinuance does not require environmental review.

through the Federal Relay Service at (800) 877–8339.

SUPPLEMENTARY INFORMATION: RETAC was formed in 2007 to provide advice and guidance to the Board, and to serve as a forum for discussion of emerging issues related to the transportation of energy resources by rail. *Establishment of a Rail Energy Transp. Advisory Comm.*, EP 670 (STB served July 17, 2007). The purpose of this meeting is to facilitate discussions regarding issues including rail service, infrastructure planning and development, and effective coordination among suppliers, rail carriers, and users of energy resources. Potential agenda items for this meeting include a rail performance measures review, industry segment updates by RETAC members, and a roundtable discussion.

The meeting, which is open to the public, will be conducted in accordance with the Federal Advisory Committee Act, 5 U.S.C. app. 2; Federal Advisory Committee Management regulations, 41 CFR part 102–3; RETAC's charter; and Board procedures. Further communications about this meeting may be announced through the Board's website at www.stb.gov.

Written Comments: Members of the public may submit written comments to RETAC at any time. Comments should be addressed to RETAC, c/o Kristen Nunnally, at Kristen.Nunnally@stb.gov.

Authority: 49 U.S.C. 1321, 49 U.S.C. 11101; 49 U.S.C. 11121.

Decided: March 15, 2022.

By the Board, Scott Zimmerman, Acting Director, Office of Proceedings.

Regena Smith-Bernard,
Clearance Clerk.

[FR Doc. 2022–05747 Filed 3–17–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****[Docket No. DOT–OST–2022–0020]****Agency Information Collection
Activities: Requests for Comments;
Clearance of a New Information
Collection(s): Airport Concession
Disadvantaged Business Enterprise
(ACDBE) Program Requirements**

AGENCY: Office of the Secretary (OST), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of

¹ CMRC states that, although it has used the Line within the past two years for car storage for off-line shippers, such usage does not constitute traffic for purposes of qualification for the class exemption under 49 CFR 1152.50(b), citing *Union Pacific Railroad—Abandonment Exemption—in Ada County, Idaho*, Docket No. AB 33 (Sub-No. 137X), slip op. at 3 (STB served Aug. 6, 1999) (“It is well settled that use of a rail line to store rail cars for the convenience of off-line shippers or the railroad is not traffic originating or terminating on the line within the meaning of 49 CFR 1152.50(b).”).

² Persons interested in submitting an OFA to subsidize continued rail service must first file a formal expression of intent to file an offer, indicating the intent to file an OFA for subsidy and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(2)(i).