

or optometrist's report to the medical examiner at the time of the annual medical examination; and (4) that each individual provide a copy of the annual medical certification to the employer for retention in the driver's qualification file, or keep a copy in his/her driver's qualification file if he/she is self-employed. The driver must also have a copy of the certification when driving, for presentation to a duly authorized Federal, State, or local enforcement official.

## VI. Conclusion

Based upon its evaluation of the 43 exemption applications, FMCSA exempts the following drivers from the diabetes requirement in 49 CFR 391.41(b)(3):

Lucas L.R. Adams (NE)  
 Ronald E. Allen, Jr. (CA)  
 Kevin N. Blair (KS)  
 Justin D. Bodily (ID)  
 George C. Burbach (CA)  
 Paul T. Caputo (IN)  
 Frederic J. Conti (PA)  
 Joshua L. Crider (MN)  
 Culley R. Despain (MO)  
 Mitchell F. Durkan (CO)  
 Ray A. Espinoza (CA)  
 Christopher J. Fisher (OR)  
 Jacob L. Flatt (OK)  
 Terry Fleharty (NM)  
 Kevin P. Fulcher (MA)  
 Michael F. Fulton (AZ)  
 Ivan R. Grove (PA)  
 Nathaniel M.I. Hicks (OR)  
 Daniel J. Lacroix (MA)  
 Kenneth S. LeColst (MA)  
 John G. Liebl (MN)  
 William E. McClain (IL)  
 Kevon T. McCray (NC)  
 Rodney G. Moore (WA)  
 Brian M. Morel (NJ)  
 Keith E. Newbauer (IN)  
 Herbert L. Redd (IN)  
 Quentin M. Rembert (WI)  
 Philip J. Richard (PA)  
 Lars A. Sandaker (MN)  
 John E. Sargent, Jr. (MA)  
 Kevin R. Sewell (NC)  
 Donald J. Smith (VT)  
 Larry D. Smith (TN)  
 Warren A. Smith (NJ)  
 Daniel J. Spauling (ID)  
 Russell D. Swanson (SD)  
 Scot D. Thompson (NY)  
 Wayne F. Todd (NE)  
 Harold W. Trombly, III (MA)  
 Steven L. Welker (IA)  
 Christopher U. Williams (LA)  
 Craig L. Woodard (OH)

In accordance with 49 U.S.C. 31136(e) and 31315 each exemption is valid for two years unless revoked earlier by FMCSA. The exemption will be revoked if the following occurs: (1) The person

fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315. If the exemption is still effective at the end of the 2-year period, the person may apply to FMCSA for a renewal under procedures in effect at that time.

Issued on: July 18, 2017.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2017-15569 Filed 7-24-17; 8:45 am]

BILLING CODE 4910-EX-P

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2017-0045]

#### Agency Information Collection Activities; Extension of a Currently-Approved Information Collection Request; Revocation of Authority Granted

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

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for review and approval. FMCSA requests approval to extend an ICR titled, "Request Extension for Revocation of Authority Granted." This information collection supports the DOT strategic goal of safety by enabling registrants to voluntarily request revocation of operating authority, or some part of that authority. A completed Form OCE-46 is filed with FMCSA by the registrant for requesting that all, or a part, of its operating authority be revoked. The information contained on the form is used by FMCSA in deciding on the revocation request. The use of Form OCE-46 has proven to be an easy and effective means by which a registrant can request revocation of its operating authority. No comments were received in response to the 60-day notice published in the **Federal Register** on March 22, 2017 (82 FR 14792).

**DATES:** Please send your comments by August 24, 2017. OMB must receive your comments by this date to act quickly on the ICR.

**ADDRESSES:** All comments should reference Federal Docket Management System (FDMS) Docket Number FMCSA-2017-0045. Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/Federal Motor Carrier Safety Administration, and sent via electronic mail to [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov), or faxed to (202) 395-6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW., Washington, DC 20503.

**FOR FURTHER INFORMATION CONTACT:** Tura Gatling, Office of Registration, Information and Licensing, Department of Transportation, OA, West Building 6th Floor, 1200 New Jersey Avenue SE., Washington, DC 20590. Telephone: 202-385-2412; email [tura.gatling@dot.gov](mailto:tura.gatling@dot.gov). Office hours are from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

#### SUPPLEMENTARY INFORMATION:

*Title:* Request for Extension for Revocation of Authority Granted.

*OMB Control Number:* 2126-0018.

*Type of Request:* Extension of a currently approved collection.

*Respondents:* For-hire motor carriers or regulated commodities, surface freight forwarders, and property brokers.

*Estimated Number of Respondents:* 3,501.

*Estimated Time per Response:* 0.25 hours.

*Expiration Date:* July 31, 2017.

*Frequency of Response:* On occasion.

*Estimated Total Annual Burden:* 875 hours [3,501 responses × 0.25 hour = 875].

#### Background

FMCSA registers for-hire motor carriers of regulated commodities under 49 U.S.C. 13902, surface freight forwarders under 49 U.S.C. 13903, and property brokers under 49 U.S.C. 13904. Each registration is effective from the date specified under 49 U.S.C. 13905(c). Subsection (d) of 49 U.S.C. 13905 also provides that on application of the registrant, the Secretary may amend or revoke a registration, and hence the registrant's operating authority. Form OCE-46 allows registrants to apply voluntarily for revocation of their operating authority or parts thereof. If the registrant fails to maintain evidence of the required level of insurance coverage on file with FMCSA, its

operating authority will be revoked involuntarily. Although the effect of both types of revocation is the same, some carriers prefer to request voluntary revocation. For various business reasons, a registrant may request revocation of some part, but not all, of its operating authority.

This information collection supports the DOT strategic goal of safety by enabling registrants to voluntarily request revocation of operating authority, or some part of that authority. A completed Form OCE-46 is filed with FMCSA by the registrant for requesting that all, or a part, of its operating authority be revoked. The information contained on the form is used by FMCSA in deciding on the revocation request. The use of Form OCE-46 has proven to be an easy and effective means by which a registrant can request revocation of its operating authority.

Form OCE-46 is filed by registrants on a voluntary, and for the most part, one-time basis. It calls for a very limited amount of information to identify the registrant and the scope of its request. Thus, the information collection itself has not been automated, although the information collected is ultimately entered into an automated database. The burden associated with this ICR is being revised due to an anticipated increase in the estimated number of annual filings from 3,000 to 3,501 and to account for the corresponding cost of notarizing and mailing Form OCE-46.

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for FMCSA to perform its functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority delegated in 49 CFR 1.87 on: July 18, 2017.

**G. Kelly Regal,**

*Associate Administrator for Office of Research and Information Technology.*

[FR Doc. 2017-15568 Filed 7-24-17; 8:45 am]

**BILLING CODE 4910-EX-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Railroad Administration**

[Docket No. FRA-2017-0002-N-3]

**Proposed Agency Information Collection Activities; Comment Request; Work Force Development Survey**

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation. (DOT).

**ACTION:** Notice and comment request.

**SUMMARY:** Under the Paperwork Reduction Act of 1995 (PRA), this notice announces that FRA is forwarding the Information Collection Request (ICR) abstracted below to the Office of Management and Budget (OMB) for review and comment. The ICR describes the information collection and its expected burden.

**DATES:** Comments must be submitted on or before August 24, 2017.

**FOR FURTHER INFORMATION CONTACT:** Ms. Kim Toone, Information Collection Clearance Officer, Office of Administration, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Avenue SE., Mail Stop 35, Washington, DC 20590 (Telephone: (202) 493-6132). (This telephone number is not toll free.)

**SUPPLEMENTARY INFORMATION:** The PRA, 44 U.S.C. 3501-3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), and 1320.12. On March 29, 2017, FRA published a 60-day notice in the **Federal Register** soliciting comment on the ICR for which it is now seeking OMB approval. See 82 FR 15417. FRA received no comments in response to this notice.

Before OMB decides whether to approve this proposed collection of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b)-(c); 5 CFR 1320.12(d); see also 60 FR 44978, 44983, Aug. 29, 1995. OMB believes the 30-day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB

within 30 days of publication to best ensure having their full effect. 5 CFR 1320.12(c); see also 60 FR 44983, Aug. 29, 1995.

The summary below describes the ICR and its expected burden. FRA is submitting the new request for clearance by OMB as the PRA requires.

*Title:* Workforce Development (WFD) Survey.

*OMB Control Number:* 2130-NEW.

*Abstract:* The FRA has statutory responsibility to ensure the safety of railroad operations as prescribed in the Federal Railroad Safety Act of 1970 (49 U.S.C. 20103). To conduct safe railroad operations, the workforce must have the requisite skills to operate equipment and technologies. Therefore, it is the responsibility of the FRA to promote workforce development policy and standards to ensure the workforce has the necessary skills and talent to conduct safe railroad operations. Due to an increasingly dynamic and maturing workforce combined with changing skills requirements imposed by newly introduced technologies, there is an increasing risk in not having the necessary talent pools to fill critical railroad operational positions. In 2011, FRA published the first Railroad Industry Modal Profile: An Outline of the Railroad Industry Workforce Trends, Challenges, and Opportunities, which provided a comprehensive overview of the railroad industry workforce as of December 31, 2008. This document is available to the public through the FRA Web site. The Railroad Industry Modal Profile was a response to the DOT National Transportation Workforce Development Initiative that required each DOT Operating Administration to produce an analysis of its industry workforce.

The prevailing workforce concerns during the early stages of the DOT National Transportation Workforce Development Initiative were the large number of retirement-eligible employees in transportation related fields and the national shortage of science, technology, engineering, and math graduates. Since the railroad industry had done very little hiring in the late 1980s and throughout most of the 1990s, the retirement-eligible population became quite large, even beyond that of most other industries and transportation modes (each of which were also grappling with similar retirement population concerns).

These concerns create risk in maintaining a viable workforce, and to take effective and efficient action to minimize these risks, FRA requires trustworthy information on current WFD strategies and challenges. Initial