

were no longer protected due to dispatcher error, FRA recommends that railroads take the following actions to promote the safety of roadway workers:

1. Increase monitoring of their employees for compliance with existing applicable rules and procedures, particularly those involving the establishment, removal, or verification of track authority, and good faith challenges.

2. Examine their train dispatching systems, rules, and procedures to ensure that appropriate safety redundancies are in place.

3. If a railroad determines that appropriate safety redundancies are not in place, adopt electronic technology that would provide appropriate safety redundancies. At least until such technology is in place, and as an immediate first step to the adoption of such technology, railroads should—

- a. Stress the importance of dispatchers being advised of the work plans by the RWIC when securing track occupancy authority;

- b. Forbid student dispatchers by general order or bulletin from removing blocking devices until confirmation is received by the dispatcher providing supervision; and

- c. Require student dispatchers to secure confirmation from the supervising dispatcher prior to the removal of blocking devices.

- d. With regard to inadvertent and unauthorized hi-rail movement outside the limits of authority, instruct roadway workers that prior to passing any absolute signal, a roadway worker should verify the limits of his or her authority as follows:

- i. For roadway workers traveling with other occupants in a vehicle, verify the limits with another occupant within the vehicle by verbally reviewing the authority;

- ii. For roadway workers acting in the capacity of a lone worker (or otherwise traveling alone in a vehicle that is the first vehicle in the roadway work group to pass the absolute signal), announce over the radio the location and intent to pass the absolute signal; and

- iii. In either case, if the roadway worker or roadway work group is relying upon an electronic authority, and the electronic device displaying that authority malfunctions, the roadway worker must either secure a hard copy of the authority or vacate the track until he or she can verify the authority.

FRA encourages railroads to take actions that are consistent with the preceding recommendations and to take other actions to help ensure the safety of the Nation's railroad employees and

the general public. FRA may modify this Safety Advisory 2014–02, issue additional safety advisories, or take other appropriate actions it deems necessary to ensure the highest level of safety on the Nation's railroads, including pursuing other corrective measures under its rail safety authority.

**Robert C. Lauby,**

*Associate Administrator for Safety and Chief Safety Officer.*

[FR Doc. 2014–27955 Filed 11–21–14; 11:15 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### U.S. Merchant Marine Academy Board of Visitors Notice of Meeting

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Meeting notice.

**SUMMARY:** Under the provisions of the Federal Advisory Committee Act of 1972 (5 U.S.C., Appendix, as amended), the Government in Sunshine Act of 1976 (5 U.S.C. 552b, as amended) and 41 CFR 102–3.150, The U.S. Department of Transportation, Maritime Administration (MARAD) announces that the following U.S. Merchant Marine Academy (“Academy”) Board of Visitors (BoV) meeting will take place:

1. *Date:* December 8, 2014.

2. *Time:* 1000. Members of the public wishing to attend the meeting will need to show photo identification in order to gain access to the meeting location.

3. *Location:* The Crabtree Room of the Library on the Academy campus, Kings Point, New York.

4. *Purpose of the Meeting:* The purpose of this meeting is to update BoV members on Academy issues, and for the BoV to review the progress of ongoing capital and maintenance improvements.

5. *Public Access to the Meeting:* Pursuant to the Federal Advisory Committee Act (5 U.S.C. 552b and 41 CFR 102–3.140 through 102–3.165) and the availability of space, this meeting is open to the public. Seating is on a first-come basis.

**FOR FURTHER INFORMATION CONTACT:** The BoV's Designated Federal Officer or Point of Contact is Brian Blower; 202 366–2765; [Brian.Blower@dot.gov](mailto:Brian.Blower@dot.gov).

**SUPPLEMENTARY INFORMATION:** Any member of the public is permitted to file a written statement with the Academy BoV. Written statements should be sent to the Designated Federal Officer at: Brian Blower; 1200 New Jersey Ave. SE., W28–313, Washington, DC 20590 or via email at [Brian.Blower@dot.gov](mailto:Brian.Blower@dot.gov). Please

contact the Designated Federal Officer for information on submitting comments via fax. Written statements must be received no later than three working days prior to the next meeting in order to provide time for member consideration. By rule, no member of the public attending open meetings will be allowed to present questions from the floor or speak to any issue under consideration by the BoV.

**Authority:** 46 U.S.C. 51312; 5 U.S.C. app. 552b; 41 CFR parts 102–3.140 through 102–3.165.

By Order of the Maritime Administrator.

Dated: November 20, 2014.

**Thomas M. Hudson,**

*Acting Secretary, Maritime Administration.*

[FR Doc. 2014–27963 Filed 11–24–14; 8:45 am]

**BILLING CODE 4910–81–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2014–0033]

#### Reports, Forms, and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

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

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

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comments. The ICR describes the nature of the information collection and its expected burden.

**DATES:** Written comments must be received on or before December 26, 2014.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention NHTSA Desk Officer.

**FOR FURTHER INFORMATION CONTACT:** For additional information or access to background documents, contact Lisa Gavin, Office of Crash Avoidance Standards (NVS–121), U.S. Department of Transportation, National Highway Traffic Safety Administration, West Building, W43–432, 1200 New Jersey Avenue SE., Washington, DC 20590. Email address: [lisa.gavin@dot.gov](mailto:lisa.gavin@dot.gov). Ms.

Gavin's telephone number is (202) 366-9291.

**SUPPLEMENTARY INFORMATION:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). In compliance with these requirements, this notice announces that the following information collection request has been forwarded to OMB. A **Federal Register** notice soliciting comments on the following information collection was published on May 27, 2014 (79 FR 30230). No comments were received on that notice.

*Title:* Recruitment and Debriefing of Human Subjects for Research Related to Motor Vehicle Gear Selection Controls.

*OMB Control Number:* 2127—New.

*Type of Request:* New information collection.

*Form Numbers:* 1263 and 1264.

*Requested Expiration Date of Approval:* Three years from the approval date.

*Abstract:* The introduction of electronically-controlled transmissions has allowed much greater freedom in the design of driver interfaces, with the result that drivers are being confronted with new and different types of gear selector controls—joysticks, push buttons, rotary knobs, etc. This information collection is incidental to the recruitment of participants for human-factors studies designed to measure the ability of drivers to adapt to unfamiliar types of gear-selection controls. There is no known published usability research related to these new types of driver interfaces.

The proposed studies will examine driver response to non-traditional gear selector configurations in routine and emergency simulated driving scenarios, noting driver confusion, distraction and unintended consequences due to the unconventional gear selector configuration. The research method consists of driving simulations to collect objective and subjective data about six different gear selector types. Approximately 500 drivers will respond to the request for participants. It is estimated that of the 500 respondents, 360 will ultimately be recruited and participate. The estimated burden hours were calculated for the pre- and post-experiment questionnaires and for performing the driving tasks for the 500 respondents accordingly.

Participants will be tested individually in a driving simulator located at the Volpe National Transportation Systems Center (Volpe Center), which will conduct this research under an Intra-Agency

Agreement (IAA) with NHTSA. The information being collected consists of that required for scheduling appointments and for balancing the subject sample across age groups, gender, and previous driving experience with various motor vehicle gear selector configurations. The experimental data will contain the demographic and past-experience descriptors for each participant, but no personally identifiable information. During or after the experimental sessions, participants may be queried regarding their perceptions and preferences about various aspects of gear-selection controls.

*Affected Public:* Participants for the driving simulator experiment will be selected from a list of eligible individuals who reside in the Boston area and have indicated to Volpe Center staff that they would like to participate in this experiment. All participants will be asked the same recruitment questions.

*Respondents:* Drivers with a valid driver license.

*Estimated Number of Respondents:* 500.

*Estimated Number of Respondents Selected:* 360.

*Estimated Total Annual Burden:* 595 hours (1 hour and 38 minutes per selected respondent and 3 minutes per respondent not selected.)

*Frequency of Collection:* One time.

*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 Departments 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; and 49 CFR 1.95.

**R. Ryan Posten,**

*Associate Administrator for Rulemaking,  
National Highway Traffic Safety  
Administration.*

[FR Doc. 2014-27884 Filed 11-24-14; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA-2014-0116]

### Reports, Forms, and Recordkeeping Requirements

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Request for public comment on extension of a currently approved collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections. This document describes an existing collection of information for 49 CFR part 574, Tire Identification and Recordkeeping, for which NHTSA intends to seek renewed OMB approval.

**DATES:** Comments must be received on or before January 26, 2015.

**ADDRESSES:** Comments must refer to the docket number cited at the beginning of this notice, and may be submitted by any of the following methods:

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

- *Mail:* Docket Management Facility, M-30, U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

- *Hand Delivery or Courier:* West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., between 9 a.m. and 5 p.m. Eastern Time, Monday through Friday, except Federal Holidays. Telephone: 1-800-647-2251.

*Instructions:* All submissions must include the docket number for this document. Please identify the collection of information for which a comment is provided by referencing the OMB Control Number, 2127-0050. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

*Privacy Act:* Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the