

with another of your transit agency's vehicles as a collision with a transit vehicle.

10. Revision to Non-Rail "Type of Fire" Categories on Fire Event Detail Screens

FTA proposes to add selections for "type of fire" to the non-rail fire event detail screens to provide better national-level information for vehicle fire prevention and mitigation.

11. Collect New Data on Geographic Location of Events

FTA proposes to add fields for latitude and longitude of events. This change is necessary for FTA to comply with OMB's "Open Data Policy-Managing Information as an Asset memorandum, M-13-13", which will provide for the creation and maintenance of high-quality, nationwide transportation data in the public domain.

FTA has determined that items 1, 8, and 9 above would not require any additional reporting effort. Items 3, 4, 5, 6, 7, and 10 would require that some additional data be reported, but the increase is expected to be minimal as situations where these events are not reported under current rules are relatively rare. Item 11, reporting latitude and longitude of events, is a new requirement for the NTD, though it is now an ubiquitous feature of other accident investigation reporting. FTA holds that this additional burden is more than offset by reductions in reporting that accrue under item 2, which eliminates the need to report events that occur outside this more narrowly defined area of interest. The impact of the changes proposed here on the reporting burden is expected to be neutral and to remain within the currently approved Paperwork Reduction Act collection.

Therese W. McMillan,
Acting Administrator, Federal Transit Administration.

[FR Doc. 2014-19787 Filed 8-20-14; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Announcing the Twenty-Second Public Meeting of the Crash Injury Research and Engineering Network (CIREN)

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

ACTION: Meeting announcement.

SUMMARY: This notice announces the Twenty-second Public Meeting of members of the Crash Injury Research and Engineering Network. CIREN is a collaborative effort to conduct research on crashes injury causation at six Level I Trauma Centers across the United States. The CIREN process combines prospective data collection with professional multidisciplinary analysis of medical and engineering evidence to determine injury causation in every crash investigation conducted. Researchers can review data and share expertise, which may lead to a better understanding of crash injury mechanisms and the design of safer vehicles.

The six centers will give presentations on current research based on CIREN data and experience. Topics include: Research on upper extremity injury from partial ejection, knee air bag deployment and lower leg interaction, injury cost analysis for motor vehicle multi-trauma, analysis of fatal outcome and multi-trauma, research on seat interaction and lower spine injury, and design of a computed tomography-based bone mineral density evaluation methodology. The final agenda will be posted to the CIREN Web site at <http://www.nhtsa.gov/ciren>. The agenda will be posted one week prior to the meeting.

Dates and Time: The meeting is scheduled from 9:00 a.m. to 3:30 p.m. on Wednesday, September 3, 2014.

ADDRESSES: The meeting will be held at: Omni Charlottesville Hotel, 212 Ridge McIntire Road, Charlottesville, VA 22903.

To Register for this Event: This event is open to the public, though it is important that attendees pre-register to ensure the organizers have an accurate head-count for planning purposes. Please send your name, affiliation, phone number, and email address to Rodney.Rudd@dot.gov by Wednesday, August 27, 2014, in order to have your name added to the pre-registration list.

FOR FURTHER INFORMATION CONTACT: Rodney Rudd (202) 366-5932 or Mark Scarboro (202) 366-5078.

SUPPLEMENTARY INFORMATION: The current CIREN model utilizes two types of centers, medical and engineering. Medical centers are based at Level I Trauma Centers that treat large numbers of people injured in motor vehicle crashes. These teams are led by trauma surgeons and emergency physicians and also include a crash investigator and project coordinator. Engineering centers are based at academic engineering laboratories that have experience in motor vehicle crash and human injury research. Engineering teams partner

with trauma centers to enroll crash victims into the CIREN program. Engineering teams are led by mechanical engineers, typically trained in the area of impact biomechanics. Engineering teams also include trauma/emergency physicians, a crash investigator, and a project coordinator. Either type of team typically includes additional physicians and/or engineers, epidemiologists, nurses, and other researchers.

NHTSA has held CIREN public meetings on a regular basis since 2000, including quarterly meetings and annual conferences. This is the twenty-second such meeting. Presentations from these meetings are available through the NHTSA/CIREN Web site at the address provided above. NHTSA plans to continue holding CIREN meetings on a regular basis to disseminate CIREN information to interested parties. Individual CIREN cases collected since 1998 may be viewed from the NHTSA/CIREN Web site at the address provided above. Should it be necessary to cancel the meeting due to inclement weather or to any other emergencies, a decision to cancel will be made as soon as possible and posted immediately on CIREN's Web site as indicated above. If you do not have access to the Web site, you may call or email the contacts listed in this announcement and leave your telephone number or email address. You will be contacted only if the meeting is postponed or canceled.

Issued on: August 15, 2014.

Nathaniel Beuse,
Associate Administrator for Vehicle Safety Research.

[FR Doc. 2014-19833 Filed 8-20-14; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35849]

CSX Transportation, Inc.—Corporate Family Merger Exemption—Lakefront Dock and Railroad Terminal Company

CSX Transportation, Inc. (CSXT) and Lakefront Dock and Railroad Terminal Company (LDRT) (collectively, Applicants) have jointly filed a verified notice of exemption under 49 CFR 1180.2(d)(3) for a corporate family transaction. CSXT is a Class I rail carrier that directly controls and operates LDRT.¹ LDRT is a wholly owned

¹ See CSX Corp.—Control—Conrail Inc., 3 S.T.B. 196 (1998).

subsidiary of CSXT. The transaction involves the merger of LDRT with and into CSXT with CSXT being the surviving corporation.

Applicants state the purpose of the transaction is to simplify the corporate structure, and reduce overhead costs and duplication, by eliminating one corporation while retaining the same assets to serve customers. CSXT will obtain certain other savings as a result of this transaction.

Unless stayed, the exemption will be effective on September 4, 2014 (30 days after the verified notice was filed). Applicants state that CSXT intends to merge LDRT into CSXT on or after September 5, 2014.

This is a transaction within a corporate family of the type specifically exempted from prior review and approval under 49 CFR 1180.2(d)(3). Applicants state that the transaction will not result in adverse changes in service levels, significant operational changes, or any change in the competitive balance with carriers outside the corporate family.

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. As a condition to the use of this exemption, any employees adversely affected by this transaction will be protected by the conditions set forth in *New York Dock Railway—Control—Brooklyn Eastern District Terminal*, 360 I.C.C. 60 (1979).

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the exemption. Petitions for stay must be filed no later than August 28, 2014 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35849, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Louis E. Gitomer, Law Offices of Louis E. Gitomer, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

Board decisions and notices are available on our Web site at “WWW.STB.DOT.GOV.”

Decided: August 18, 2014.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

Raina S. White,
Clearance Clerk.

[FR Doc. 2014-19870 Filed 8-20-14; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. EP 724; Docket No. EP 724 (Sub-No. 2) ¹]

United States Rail Service Issues and United States Rail Service Issues—Grain

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of public hearing.

SUMMARY: The Surface Transportation Board (Board) will hold a public field hearing on September 4, 2014, at the Hilton Garden Inn in Fargo, N.D., to provide interested persons the opportunity to report on service problems in the United States rail network, to hear from rail industry executives on their efforts to address service problems, and to discuss additional options to improve service.

DATES: The hearing will be held on September 4, 2014, beginning at 8:00 a.m. at the Hilton Garden Inn located at 4351 17th Avenue South, Fargo, N.D. The hearing will be open for public observation. Any person wishing to speak at the hearing shall file with the Board a notice of intent to participate, identifying the party and the proposed speaker, no later than August 25, 2014. The notices are not required to be served on the parties of record; they will be posted to the Board's Web site when they are filed.

ADDRESSES: All notices may be submitted either via the Board's e-filing format or in the traditional paper format. Any person using e-filing should attach a document and otherwise comply with the instructions at the “E-FILING” link on the Board's Web site at “www.stb.dot.gov.” Any person submitting a notice in the traditional paper format should send an original and 10 copies of the filing to: Surface Transportation Board, Attn: Docket No. EP 724, 395 E Street SW., Washington, DC 20423-0001.

Copies of the notices will be posted to the Board's Web site and will be available for viewing and self-copying in the Board's Public Docket Room,

¹ These proceedings are not considered. A single decision is being issued for administrative convenience.

Suite 131. Copies of the notices will also be available (for a fee) by contacting the Board's Chief Records Officer at (202) 245-0238 or 395 E Street SW., Washington, DC 20423-0001.

FOR FURTHER INFORMATION CONTACT:

Valerie Quinn at (202) 245-0382. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at (800) 877-8339.

SUPPLEMENTARY INFORMATION: The Board has been closely monitoring the rail industry's performance since service problems began to emerge last year, and has taken a number of actions, both formal and informal to address those problems. The Board's Office of Public Assistance, Governmental Affairs and Compliance (OPAGAC) has been working with rail carriers to address and correct service issues as they arise. Representatives of OPAGAC have held numerous meetings and conference calls with affected parties to better understand the specific problems shippers are facing, and to help facilitate a quick resolution whenever possible. OPAGAC's outreach has included confidential, one-on-one meetings with affected stakeholders in Fargo, N.D., Sioux Falls, S.D., Bloomington, Minn., and Malta, Mont. OPAGAC also held one-on-one meetings at the National Coal Transportation Association meeting in Hilton Head, S.C., and the North American Rail Shippers Association meeting in San Francisco, Cal.²

Earlier this year, the Board Members wrote to BNSF Railway Company (BNSF) and Canadian Pacific Railway Company (CP)³ to express their concerns that poor service was negatively affecting agricultural, coal, passenger, and other traffic. At the Board's request, senior management representatives of BNSF and CP have met individually with Board Members on a number of occasions, and the Board

² The Board's upcoming hearing is not intended to replace the informal and confidential process facilitated by OPAGAC, and shippers and railroads are encouraged to continue communicating through that office.

³ See Letter from Daniel R. Elliott III, Chairman, and Ann D. Begeman, Vice Chairman, STB, to Carl Ice, President and Chief Exec. Officer, BNSF Ry. Co. (Feb. 5, 2014) (on file with the Board), available at <http://stb.dot.gov> (open tab at “E-Library,” select “Correspondence,” select “Fall Peak Letters,” follow “02/05/2014” hyperlink, and select the “.pdf” icon); Letter from Daniel R. Elliott III, Chairman, and Ann D. Begeman, Vice Chairman, STB, to E. Hunter Harrison, Chief Exec. Officer and Dir., Canadian Pac. Ry. Co. (Mar. 6, 2014) (on file with the Board), available at <http://stb.dot.gov> (open tab at “E-Library,” select “Correspondence,” select “Fall Peak Letters,” follow “03/06/2014” hyperlink, and select the “.pdf” icon).