

facts surrounding the request, including the effects of a potential waiver and the merits of the request. A full copy of the request has been placed in docket number FTA-2014-0016.

Dana C. Nifosi,

Deputy Chief Counsel.

[FR Doc. 2014-15903 Filed 7-7-14; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Limitation on Claims Against Proposed Public Transportation Projects

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: This notice announces final environmental actions taken by the Federal Transit Administration (FTA) for projects in Chicago, IL. The purpose of this notice is to announce publicly the environmental decisions by FTA on the subject projects and to activate the limitation on any claims that may challenge these final environmental actions.

DATES: By this notice, FTA is advising the public of final agency actions subject to Section 139(l) of Title 23, United States Code (U.S.C.). A claim seeking judicial review of FTA actions announced herein for the listed public transportation projects will be barred unless the claim is filed on or before December 5, 2014.

FOR FURTHER INFORMATION CONTACT: Nancy-Ellen Zusman, Assistant Chief Counsel, Office of Chief Counsel, (312) 353-2577 or Terence Plaskon, Environmental Protection Specialist, Office of Human and Natural Environment, (202) 366-0442. FTA is located at 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 9:00 a.m. to 5:30 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency actions by issuing certain approvals for the public transportation projects listed below. The actions on the projects, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the project to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA administrative record for the projects. Interested parties may contact either the project sponsor or the relevant FTA Regional Office for more information on

the project. Contact information for FTA's Regional Offices may be found at <http://www.fta.dot.gov>.

This notice applies to all FTA decisions on the listed projects as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA [42 U.S.C. 4321-4375], Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303], Section 106 of the National Historic Preservation Act [16 U.S.C. 470f], and the Clean Air Act [42 U.S.C. 7401-7671q]. This notice does not, however, alter or extend the limitation period for challenges of project decisions subject to previous notices published in the **Federal Register**. The projects and actions that are the subject of this notice are:

1. *Project name and location:* Washington/Wabash Loop Elevated Station Project, Chicago, IL. *Project sponsor:* City of Chicago Department of Transportation (CDOT). *Project description:* The proposed project would replace two existing stations on the east leg of the Loop Elevated at Randolph/Wabash and Madison/Wabash by constructing a new station within limits that extend along North Wabash Avenue, from East Washington Street to 150 feet South of East Madison Street. The new station would improve service for people with disabilities, provide greater passenger capacity, and modernize station amenities. *Final agency actions:* Section 4(f) determination; Section 106 finding of no adverse effect; project-level air quality conformity; and Finding of No Significant Impact (FONSI), dated June 6, 2014. *Supporting documentation:* Environmental Assessment, dated February 2014.

2. *Project name and location:* Wilson Transfer Station Project, Chicago, IL. *Project sponsor:* Chicago Transit Authority (CTA). *Project description:* The proposed project would replace the outdated and deteriorated current Wilson Station on CTA's Red Line with a new, reconstructed station that offers longer and wider platforms to allow transfers between the Red and Purple Lines and would improve capacity, circulation, and safety in the passenger boarding areas. *Final agency actions:* Section 4(f) determination; a Section 106 Memorandum of Agreement; project-level air quality conformity; and Finding of No Significant Impact (FONSI), dated June 10, 2014. *Supporting documentation:*

Environmental Assessment, dated January 2014.

Lucy Garliauskas,

Associate Administrator Planning and Environment.

[FR Doc. 2014-15898 Filed 7-7-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2014-0079]

Evaluation of FMVSS No. 301, "Fuel System Integrity," as Upgraded in 2005 to 2009

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

ACTION: Request for comments on technical report.

SUMMARY: This notice announces NHTSA's publication of a technical report evaluating the upgraded FMVSS No. 301. The report's title is: *Evaluation of FMVSS No. 301, "Fuel System Integrity," as Upgraded in 2005 to 2009*.

DATES: Comments must be received no later than November 5, 2014.

ADDRESSES:

Report: The technical report is available on the Internet for viewing in PDF format at <http://www-nrd.nhtsa.dot.gov/Pubs/812038.pdf>. You may obtain a copy of the report free of charge by sending a self-addressed mailing label to Jia-Ern Pai (NVS-431), National Highway Traffic Safety Administration, Room W53-440, 1200 New Jersey Avenue SE., Washington, DC 20590.

Comments: You may submit comments [identified by Docket Number NHTSA-2014-0079] by any of the following methods:

- *Internet:* To submit comments electronically, go to the U.S. Government regulations Web site at <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Fax:* Written comments may be faxed to 202-366-3189.

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

- *Hand Delivery:* If you plan to submit written comments by hand or courier, please do so at 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC

between 9 a.m. and 5 p.m. Eastern Time, Monday through Friday, except federal holidays.

- You may call Docket Management at 1-800-647-5527.

Instructions: For detailed instructions on submitting comments and additional information see the Comments heading of the Supplementary Information section of this document. 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 in the **SUPPLEMENTARY INFORMATION**.

FOR FURTHER INFORMATION CONTACT: Jia-Ern Pai, Mathematical Statistician, Evaluation Division, NVS-431, National Center for Statistics and Analysis, National Highway Traffic Safety Administration, Room W53-440, 1200 New Jersey Avenue SE., Washington, DC 20590. Telephone: 202-366-2570. Email: Jia-Ern.Pai@dot.gov.

SUPPLEMENTARY INFORMATION: NHTSA issued a final rule to upgrade FMVSS No. 301, Fuel System Integrity, on December 1, 2003, to amend the prior standards in rear and side impacts. By increasing the impact speeds and using a moving deformable barrier, the amended test conditions are more comparable with real-world crashes than the prior standards. The rear impact upgrade phased in during model years 2007 to 2009, whereas the new side impact test went into effect in model year 2005.

The analysis of the rear impact upgrade shows a statistically significant reduction in post-crash fires ranging from 50 to 60 percent. In addition, the rear impact upgrade would reduce 35 percent of the fatalities caused by rear impact fires. NHTSA believes that the rear impact upgrade will save an estimated 23 lives per year, if all vehicles meet the rear impact upgrade. However, the data do not currently show that the side impact upgrade resulted in a statistically significant reduction in side impact fires.

The statistical analysis does not show any significant affiliated effect of the rear impact upgrade on frontal impact fires and first-event-rollover fires. The statistical inference of the rear impact upgrade should not apply to other crash modes.

Comments

How can I influence NHTSA's thinking on this subject?

NHTSA welcomes public review of the technical report. NHTSA will submit to the Docket a response to the

comments and, if appropriate, will supplement or revise the report.

How do I prepare and submit comments?

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the Docket number of this document (NHTSA-2014-0079) in your comments.

Your primary comments must not be more than 15 pages long (49 CFR 553.21). However, you may attach additional documents to your primary comments. There is no limit on the length of the attachments.

Please submit one copy of your comments, including the attachments, to Docket Management at the address given above under **ADDRESSES**.

Please note that pursuant to the Data Quality Act, in order for substantive data to be relied upon and used by the agency, it must meet the information quality standards set forth in the OMB and DOT Data Quality Act guidelines. Accordingly, we encourage you to consult the guidelines in preparing your comments. OMB's guidelines may be accessed at http://www.whitehouse.gov/omb/fedreg_reproducible. DOT's guidelines may be accessed at http://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/subject_areas/statistical_policy_and_research/data_quality_guidelines/index.html.

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 comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78) or you may visit <http://www.regulations.gov>.

How can I be sure that my comments were received?

If you wish Docket Management to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, Docket Management will return the postcard by mail. You may also periodically access <http://www.regulations.gov> and enter the number for this docket (NHTSA-2014-0079) to see if your comments are on line.

How do I submit confidential business information?

If you wish to submit any information under a claim of confidentiality, you

should submit three copies of your complete submission, including the information you claim to be confidential business information, to the Chief Counsel, NHTSA, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. In addition, you should submit a copy, from which you have deleted the claimed confidential business information, to Docket Management at the address given above under **ADDRESSES**. When you send a comment containing information claimed to be confidential business information, you should include a cover letter setting forth the information specified in our confidential business information regulation. (49 CFR Part 512.)

Will the agency consider late comments?

In our response, we will consider all comments that Docket Management receives before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that Docket Management receives after that date.

How can I read the comments submitted by other people?

You may read the comments received by Docket Management at the address given above under **ADDRESSES**. The hours of the Docket are indicated above in the same location.

You may also see the comments on the Internet. To read the comments on the Internet, take the following steps:

(1) Go to the Federal Docket Management System (FDMS) at <http://www.regulations.gov>.

(2) FDMS provides two basic methods of searching to retrieve dockets and docket materials that are available in the system: (a) "Quick Search" to search using a full-text search engine, or (b) "Advanced Search," which displays various indexed fields such as the docket name, docket identification number, phase of the action, initiating office, date of issuance, document title, document identification number, type of document, **Federal Register** reference, CFR citation, etc. Each data field in the advanced search may be searched independently or in combination with other fields, as desired. Each search yields a simultaneous display of all available information found in FDMS that is relevant to the requested subject or topic.

(3) You may download the comments. However, since the comments are imaged documents, instead of word processing documents, the "pdf"

versions of the documents are word searchable.

Please note that even after the comment closing date, we will continue to file relevant information in the Docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material.

Authority: 49 U.S.C. 30111, 30181–83 delegation of authority at 49 CFR 1.95 and 501.8.

Terry Shelton,

Associate Administrator for the National Center for Statistics and Analysis.

[FR Doc. 2014–15783 Filed 7–7–14; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 290 (Sub-No. 360X)]

Yadkin Railroad Company— Abandonment Exemption—in Stanly County, NC

Yadkin Railroad Company (YRC)¹ has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon a 4.14-mile line of railroad between milepost N 27.50 in North Albemarle and the end of the line at milepost N 31.64 in Albemarle, Stanly County, N.C. (the Line).² The Line traverses United States Postal Service Zip Code 28001.

YRC has certified that: (1) No local traffic has moved over the Line for at least two years; (2) no overhead traffic has moved over the Line for at least two years, and if there were any, it could be rerouted over other lines; (3) no formal

complaint has been filed by a user of rail service on the Line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line and no such complaint is either pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 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 abandonment 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) has been received, this exemption will be effective on August 7, 2014, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,³ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),⁴ and trail use/rail banking requests under 49 CFR 1152.29 must be filed by July 18, 2014. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by July 28, 2014, with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001.

A copy of any petition filed with the Board should be sent to YRC's representative: William A. Mullins, Baker & Miller PLLC, 2401 Pennsylvania Ave. NW., Suite 300, Washington, DC 20037.

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

YRC has filed a combined environmental and historic report that addresses the effects, if any, of the

abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by July 11, 2014. Interested persons may obtain a copy of the EA by writing to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423–0001) or by calling OEA at (202) 245–0305. Assistance for the hearing impaired is available through the Federal Information Relay Service at 1–800–877–8339. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), YRC shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the Line. If consummation has not been effected by YRC's filing of a notice of consummation by July 8, 2015, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at “www.stb.dot.gov.”

Decided: July 2, 2014.

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

Derrick A. Gardner,
Clearance Clerk.

[FR Doc. 2014–15862 Filed 7–7–14; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF THE TREASURY

Open Meeting of the Financial Research Advisory Committee

AGENCY: Office of Financial Research, Department of the Treasury.

ACTION: Notice of Open Meeting.

SUMMARY: The Financial Research Advisory Committee for the Treasury's Office of Financial Research (OFR) is convening for its fourth meeting on Thursday, July 24, 2014 in the Benjamin Strong Room, Federal Reserve Bank of New York, 33 Liberty Street, New York, NY 10045, beginning at 9:45 a.m. Eastern Time. The meeting will be open to the public via live webcast at <http://www.treasury.gov/ofr> and limited seating will also be available.

DATES: The meeting will be held on Thursday, July 24, 2014, beginning at 9:45 a.m. Eastern Time.

ADDRESSES: The meeting will be held in the Benjamin Strong Room, Federal

¹ YRC is a wholly owned subsidiary of Norfolk Southern Railway Company.

² YRC states that the Line was the subject of a 2006 abandonment proceeding invoked under the class exemption procedures for rail lines that have been out of service for at least two years. *Yadkin R.R.—Aban. Exemption—in Stanly Cnty., N.C.*, AB 290 (Sub-No. 281X) (STB served Nov. 14, 2006) (2006 Proceeding). YRC also states that the exemption that Yadkin had invoked in the 2006 Proceeding has lapsed and there has been no further service or requests for service since that time. Therefore, Yadkin has invoked the abandonment class exemption procedures anew here. YRC notes that the portion of the Line between milepost N 27.50, just south of Bethany Road, and milepost N 29.60 will be reclassified as industrial lead track excepted under 49 U.S.C. 10906. YRC also notes that the rail and track materials on the 2.04-mile portion of the Line between milepost N 29.60 and the end of the Line at milepost N 31.64 were removed in conjunction with the 2006 Proceeding and that, to the best of its knowledge, YRC complied with the salvage conditions imposed in that proceeding. See *Yadkin R.R.—Aban. Exemption—in Stanly Cnty., N.C.*, AB 290 (Sub-No. 281X) (STB served Dec. 13, 2006).

³ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

⁴ Each OFA must be accompanied by the filing fee, which is currently set at \$1,600. See 49 CFR 1002.2(f)(25).