

DEPARTMENT OF TRANSPORTATION**Maritime Administration****Meeting Notice (Closed)—Marine Transportation System National Advisory Council**

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice of closed advisory council meeting.

SUMMARY: The U.S. Department of Transportation (DOT) and Maritime Administration (MARAD) announce that the Marine Transportation System National Advisory Council (MTSNAC) will hold a closed door meeting on August 14, 2014. After a review of all comments received from the interested public during its two national maritime symposiums, MARAD is now planning to provide the council a compilation of select concepts for further consideration. In January 2014, MARAD held a three-day National Maritime Strategy Symposium to discuss issues facing U.S.-flag vessels. The purpose of this initial public meeting was to generate ideas to improve, strengthen, and sustain the cargo opportunities and sealift capacity of the U.S.-flagged fleet engaged in international commercial trade. A second symposium was held in May which focused on domestic shipping, shipbuilding, ports and the needs of maritime stakeholders on the inland waterways, Great Lakes, gulf and coastwise trade. The August 14 meeting will be held to obtain the opinions and views of council members with respect to the value and impact of certain strategy options gathered through MARAD outreach. The input MARAD expects to receive from the council will be part of its on-going deliberations as it prepares a long term maritime strategy.

DATES: The MTSNAC closed meeting will take place August 14, 2014, from 2:00 p.m. to 4:00 p.m. via teleconference.

FOR FURTHER INFORMATION CONTACT: Richard Lolich, (202) 366-0704; Maritime Administration, MAR-540, Room W21-310, 1200 New Jersey Ave. SE., Washington, DC 20590-0001; richard.lolich@dot.gov.

SUPPLEMENTARY INFORMATION: The Marine Transportation System National Advisory Council (MTSNAC) is a chartered, non-federal body that responds to requests from the Maritime Administrator to identify and seek solutions, provide advice and make recommendations on certain maritime matters. The MTSNAC is comprised of

29 leaders from commercial transportation firms, port and water stakeholders, labor, and Federal, state and local public entities. The Council provides an industry stakeholder and academic prospective to Departmental policies that affect efficient and environmentally friendly waterborne freight and passenger movements.

This meeting notice is being given pursuant to section 10 of the Federal Advisory Committee Act of 1972. A determination, as required by section 10(d) of the Federal Advisory Committee Act, has been made that this meeting may be closed to the public in accordance with subsection (c)(3) of section 552b, title 5, the Government in Sunshine Act of 1976. In this instance, the (c)(3) exemption applies because matters to be considered by the advisory committee concern pre-decisional and deliberative internal information. The policy purposes for withholding this sort of information from the public are 1. To encourage open, frank discussions on matters of policy between subordinates and superiors; 2. To protect against premature disclosure of proposed policies before they are actually adopted; and 3. To protect against public confusion that might result from disclosure of reasons and rationales that are not in fact ultimately relied on by MARAD. Accordingly, the meeting will not be open to the public.

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

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Dated: July 22, 2014.

By Order of the Maritime Administrator.

Julie P. Agarwal,

Secretary, Maritime Administration.

[FR Doc. 2014-17611 Filed 7-24-14; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration**

[Docket No. NHTSA-2014-0039]

Reports, Forms, and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

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 is being forwarded to the Office of Management and Budget (OMB) for

review and comment. A **Federal Register** Notice with a 60-day comment period was published on April 21, 2014 (76 FR 7897-7898).

DATES: Comments must be submitted no later than August 25, 2014.

FOR FURTHER INFORMATION CONTACT: Ms. Laurie Flaherty, Coordinator, National 911 Program, U.S. Department of Transportation, Office of Emergency Medical Services, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., NTI-140, W44-322, Washington, DC 20590, (202) 366-2705 or via email at laurie.flaherty@dot.gov.

SUPPLEMENTARY INFORMATION:**National Highway Traffic Safety Administration**

Title: National 9-1-1 Profile Database as part of the National 9-1-1 Program. *OMB Control Number:* 201106-2127-007.

Type of Request: Renewal of information collection Requirement.

Abstract: NHTSA is proposing to continue to collect and aggregate information from state level reporting entities that can be used to measure the progress of 9-1-1 authorities across the country in enhancing their existing operations and migrating to more advanced—Internet-Protocol-enabled emergency networks.

The data will be maintained in a “National 9-1-1 Profile Database.” One of the objectives of the National 9-1-1 Program is to develop, collect, and disseminate information concerning practices, procedures, and technology used in the implementation of E9-1-1 services and to support 9-1-1 Public Safety Answering Points (PSAPs) and related state and local public safety agencies for 9-1-1 deployment and operations. The National 9-1-1 profile database can be used to follow the progress of 9-1-1 authorities in enhancing their existing systems and implementing next-generation networks for more advanced systems.

The goal of the data collection process is to support a national 9-1-1 profile that will be used to help accurately measure and depict the current status and planned capabilities of 9-1-1 systems across the United States. Evaluations, based upon the data collected, will help draw attention to key roadblocks and solutions in the deployment process and to target possible future activities and resources consistent with the goals of the program. The information in aggregated form will be available to state and local stakeholders in the public safety community.

Affected Public: Under this proposed effort, NHTSA would specifically

request reporting entities to voluntarily collect and annually report the data described above utilizing the described Web-based data collection tool.

Reporting entities are state level 9–1–1 program officials, and the data reported will reflect state-level aggregated data. Where a state statute has not established a state-level 9–1–1 program, the authorized entity is the state E9–1–1 Coordinator designated under 47 U.S.C. 942(b)(3)(A)(ii).

The total number of respondents is identified at fifty-six (56), including the fifty states and the six U.S. Territories of Guam, U.S. Minor Outlying Islands, American Samoa, Mariana Islands, U.S. Virgin Islands, and Puerto Rico.

Estimated Number of Respondents: The maximum number of respondents is 56.

Estimated Number of Responses: NHTSA estimates 40–45 responses annually.

Estimated Total Annual Burden Hours: NHTSA estimates that the time required to annually report the data described utilizing the Web-based tool will be three hours (2 hours of preparation, 1 hour of entry to Web site) per reporting entity, for a total of 168 hours for all entities.

The respondents would not incur any reporting costs from the information collection beyond the time it takes to gather the information, prepare it for reporting and then populate the Web-based data collection tool. The respondents also would not incur any recordkeeping burden or recordkeeping costs from the information collection.

Send comments within 30 days, to the U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140. Telephone: 1–800–647–5527.

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 Department's 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. A comment to OMB is most effective if OMB receives it within 30 days of publication.

Frequency of Collection: Data will be collected annually.

ADDRESSES: Send comments regarding the burden estimate, including

suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW., Washington, DC 20503.

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 Department's 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 1:48.

Issued in Washington, DC, on July 22, 2014.

Jeffrey P. Michael,

Associate Administrator, Research and Program Development.

[FR Doc. 2014–17532 Filed 7–24–14; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35837]

Patrick D. Broe, OmniTRAX, Inc., and OmniTRAX Holdings, LLC—Continuance in Control Exemption—Brownsville & Rio Grande International Railway, LLC

Patrick D. Broe (Mr. Broe), OmniTRAX, Inc. (OmniTRAX), and OmniTRAX Holdings, LLC (Omni Holdings) (collectively, Applicants), have filed a verified notice of exemption pursuant to 49 CFR 1180.2(d)(2) to continue in control of Brownsville & Rio Grande International Railway, LLC (BRGIR), a noncarrier, upon BRGIR's becoming a common carrier.¹

This transaction is related to a concurrently filed verified notice of exemption in *Brownsville & Rio Grande International Railway, LLC—Change In Operator Exemption Including Interchange Commitment—Brownsville & Rio Grande International Railroad*, Docket No. FD 35836, in which BRGIR seeks an exemption under 49 CFR 1150.31 to change operators from

Brownsville & Rio Grande International Railroad (BRG) to BRGIR over certain rail lines currently operated by BRG in and around the seaport facilities of the Brownsville Navigation District of Cameron County, Tex., (the District) at the Port of Brownsville, Tex.²

The earliest this transaction can be consummated is August 10, 2014, the effective date of the exemption (30 days after the verified notice was filed). Applicants indicate that they intend to consummate the proposed transaction on or about August 11, 2014.

Applicants represent that: (1) BRGIR will not connect with any of the other railroads controlled by Omni Holdings or Mr. Broe, (2) the continuance in control is not part of a series of anticipated transactions that would connect some or all of those railroads; and (3) the transaction does not involve a Class I rail carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

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. Section 11326(c), however, does not provide for labor protection for transactions under 11324 and 11325 that involve only Class III rail carriers. Accordingly, the Board may not impose labor protective conditions here, because all of the carriers involved are Class III carriers.

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 would not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than August 1, 2014 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35837, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001. In addition, one copy of each pleading

² Specifically, under the transaction contemplated in Docket No. FD 35836, (1) BRGIR will become the operator of 10.5 miles of rail line and 39.5 miles of ancillary track (collectively, the District Trackage) in and around the Port of Brownsville, including Palo Alto Yard; (2) BRG will assign to BRGIR its leasehold interests in a rail line owned by Union Pacific Railroad Company (UP) known as the “Port Lead” between milepost 2.20 near Arthur Street in Brownsville, Tex., and milepost 7.92 at a point of connection with the District Trackage at the western end of the Port of Brownsville; and (3) BRGIR will assume by assignment BRG's overhead trackage rights over UP's “New Port Lead” between milepost 7.49 and milepost 9.47, enabling BRGIR to access Palo Alto Yard.

¹ The verified notice of exemption indicates that Mr. Broe is a noncarrier who directly controls noncarrier OmniTRAX, which directly controls Omni Holdings, a holding company that controls 11 Class III carriers. Mr. Broe also controls five other Class III carriers indirectly through other entities.