

Heights, Ohio 44125; telephone: (216) 584-2108.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that the FHWA has taken final agency actions by issuing approvals for the following major highway improvements in the State of Ohio: The Vrooman Road Bridge and Roadway Improvement project. The project meets purpose of providing a safe and adequate transportation facility that addresses the deficient condition and design of the existing Vrooman Road bridge, eliminates flooding of the existing bridge and approach roadway, addresses deficient design elements of existing Vrooman Road and its intersections, improves the safety of the study area and maintains connectivity. Vrooman Rd., also known as County Route (CR) 227, traverses portions of Leroy and Perry Townships in Lake County, Ohio. Vrooman Rd. is approximately 3.05 miles long extending from its southern terminus intersection with State Route (SR) 86, CR 208, and CR 210 in Leroy Township, to its northern terminus, SR 84, in Perry Township. The project involves replacing the existing Vrooman Road Bridge over the Grand River with a new bridge to be located approximately 1,000 feet upstream of the existing structure and improving Vrooman Road to current design standards between Interstate (I) 90 and State Route (SR) 84 and upgrading intersections at SR 84. Additional amenities and mitigation measures are also provided. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Environmental Assessment (EA) of the project, approved on September 4, 2013, and the Finding of No Significant Impacts (FONSI), approved on May 29, 2014 and in other documents in the FHWA administrative record. The EA/FONSI and other documents in the FHWA administrative record are available by contacting the FHWA or ODOT at the addresses provided above or at <http://www.dot.state.oh.us/districts/D12/PlanningEngineering/Pages/VroomanRoadBridge.aspx>. This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. General: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109].
2. Air: Clean Air Act, 42 U.S.C. 7401–7671(q).
3. Land: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and

Scenic Enhancement (Wildflowers), 23 U.S.C. 319.

4. Wildlife: Endangered Species Act [16 U.S.C. 1531–1544 and Section 1536], Marine Mammal Protection Act [16 U.S.C. 1361], Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)], Migratory Bird Treaty Act [16 U.S.C. 703–712].

5. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) et seq.]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–11]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001–3013].

6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].

7. Wetlands and Water Resources: Clean Water Act, 33 U.S.C. 1251–1377 (Section 404, Section 401, Section 319); Land and Water Conservation Fund (LWCF), 16 U.S.C. 4601–4604; Safe Drinking Water Act (SDWA), 42 U.S.C. 300(f)–300(j)(6); Rivers and Harbors Act of 1899, 33 U.S.C. 401–406; Wild and Scenic Rivers Act, 16 U.S.C. 1271–1287; Emergency Wetlands Resources Act, 16 U.S.C. 3921, 3931; TEA–21 Wetlands Mitigation, 23 U.S.C. 103(b)(6)(m), 133(b)(11); Flood Disaster Protection Act, 42 U.S.C. 4001–4128.

8. Executive Orders: E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13007 Indian Sacred Sites; E.O. 13287 Preserve America; E.O. 13175 Consultation and Coordination with Indian Tribal Governments; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species.

*Catalog of Federal Domestic Assistance Number and Title:* FHWA 20.205, Highway Planning and Construction (A, B). The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.

**Authority:** 23 U.S.C. 139(l)(1); Sec. 1308, Pub. L. 112–141, 126 Stat. 405.

Dated: June 3, 2014.

**Laura S. Leffler,**  
Division Administrator, Columbus, Ohio.  
[FR Doc. 2014–13596 Filed 6–12–14; 8:45 am]

**BILLING CODE 4910–22–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### [Safety Advisory 14–2]

#### Verification of Rail Vehicle Safe Stopping Distances in Terminal Stations

**AGENCY:** Federal Transit Administration (FTA), Department of Transportation (DOT).

**ACTION:** Notice of Safety Advisory.

**SUMMARY:** Today the Federal Transit Administration (FTA) is issuing Safety Advisory 14–2 to provide guidance to rail fixed guideway public transportation agencies of the need to assess the adequacy of safe stopping distances for rail transit trains in terminal stations. This safety advisory recommends specific and immediate action for rail transit agencies not overseen by the Federal Railroad Administration (FRA), and provides supporting technical resources. FTA is issuing this guidance in response to preliminary investigative findings from the National Transportation Safety Board (NTSB) of the collision and derailment that occurred at the Chicago Transit Authority (CTA) on March 24, 2014.

Further, FTA is directing each State Safety Oversight (SSO) agency designated to implement FTA's SSO program specified at 49 CFR part 659 and 49 U.S.C. 5329(e) to coordinate with every rail transit agency within its jurisdiction to review and approve, as necessary, corrective action plans to be implemented to address Safety Advisory 14–2, "Verification of Rail Vehicle Safe Stopping Distances in Terminal Stations" by August 12, 2014. Additionally, FTA directs SSO agencies to provide a summary of actions taken by each rail transit agency in the next Annual SSO Program Report.

FTA's Safety Advisory 14–2, "Verification of Rail Vehicle Safe Stopping Distances in Terminal Stations," is available in its entirety on the agency's public Web site ([http://www.fta.dot.gov/tso\\_15922.html](http://www.fta.dot.gov/tso_15922.html)).

**FOR FURTHER INFORMATION CONTACT:** For program matters, Thomas Littleton, Associate Administrator for Transit Safety and Oversight, telephone (202) 366–1783 or [Thomas.Littleton@dot.gov](mailto:Thomas.Littleton@dot.gov). For legal matters, Scott Biehl, Senior Counsel, telephone (202) 366–0826 or [Scott.Biehl@dot.gov](mailto:Scott.Biehl@dot.gov).

**SUPPLEMENTARY INFORMATION:** On Monday, March 24, 2014, about 2:49 a.m., central daylight time, a CTA Blue Line train derailed after colliding with

an end-of-track bumper post at the Chicago-O'Hare International Airport Station. The lead car derailed and struck a station escalator used by the public to access the airport terminals. The train operator and 32 train passengers were transported to hospitals. The damage to the equipment and the station was estimated to be \$9.1 million.

On April 7, 2014, the NTSB issued "Preliminary Railroad Report DCA14FR007," which describes initial findings from the ongoing investigation into this collision and derailment. The NTSB determined that seconds before the derailment, the train was traveling about 26 mph as it crossed a fixed trip stop that activated the train emergency braking system. Due to the train speed, the distance from the fixed trip stop to the track bumper post was too short to stop the train, and it collided with the bumper post.

This accident confirms the critical importance of ensuring the appropriate configuration of the systems, technology and procedures designed to guarantee safe stopping for a train in emergency braking at a terminal station. Results of analysis from the accident scene indicate a discrepancy between the original safe braking design for Chicago-O'Hare International Airport Station and its sufficiency during the actual emergency event. This discrepancy resulted in a lack of stopping space available for the passenger train, which entered the station at authorized speed but failed to slow as required.

Based on this information, FTA is issuing Safety Advisory 14-2 to urge each rail transit agency to ensure that enough space is available for trains in emergency braking to stop in terminal stations before collision with bumper posts or other end-of-the-line equipment.

Over time, changes made to authorized train speeds, the design or layout of the terminal station, or the placement of signals and trip stops can affect the minimum safe stopping distance required for trains in emergency braking. To protect rail transit passengers and employees, FTA's advisory recommends each rail transit agency to immediately review the performance of its automatic signals and trip stops under the actual operating speeds and conditions present for each terminal station.

If insufficient stopping space is identified, FTA's advisory requests the rail transit agency to undertake an analysis to evaluate and resolve the deficiency. Speed restrictions, re-configuring automatic signals and trip stops, modifying the placement and performance of bumping posts and

installations, and recalculating safe braking rates are all steps that rail transit agencies can take to address this critical safety concern.

Further, FTA is directing the SSO agencies to confirm actions taken to address Safety Advisory 14-2 and approve any required corrective actions to be implemented by rail transit agencies by August 12, 2014. FTA is also directing SSO agencies to provide a summary of actions taken by each rail transit agency in their jurisdiction when providing their annual report to FTA's Office of Safety and Oversight.

NTSB's initial investigative findings necessitated issuing this safety advisory. FTA is calling for immediate action from the rail transit agencies and subsequent follow-up verification from the SSO agencies to execute the recommendations in Safety Advisory 14-2.

FTA's issuance of Safety Advisory 14-2 is in accordance with the Federal Transit Administrator's authority to "investigate public transportation accidents and incidents and provide guidance to recipients regarding prevention of accident and incidents." 49 U.S.C. 5329(f)(5). The requests for information and data from the SSOAs and the rail transit agencies within their jurisdiction are based on FTA's authority to request program information pertinent to rail transit safety under the State Safety Oversight rule, 49 CFR 659.39(d).

Issued in Washington, DC, this 6th day of June 2014.

**Dorval R. Carter, Jr.,**  
Chief Counsel, Federal Transit Administration.

[FR Doc. 2014-13796 Filed 6-12-14; 8:45 am]

#### BILLING CODE

## DEPARTMENT OF VETERANS AFFAIRS

[OMB Control No. 2900-0601]

### Agency Information Collection (Requirements for Interest Rate Reduction Refinancing Loans) Activity Under OMB Review

**AGENCY:** Veterans Benefits Administration, VA.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (PRA) of 1995 (44 U.S.C. 3501-3521), this notice announces that the Veterans Benefits Administration (VBA), Department of Veterans Affairs, will submit the collection of information abstracted below to the Office of Management and

Budget (OMB) for review and comment. The PRA submission describes the nature of the information collection and its expected cost and burden; it includes the actual data collection instrument.

**DATES:** Comments must be submitted on or before July 14, 2014.

**ADDRESSES:** Submit written comments on the collection of information through [www.Regulations.gov](http://www.Regulations.gov), or to Office of Information and Regulatory Affairs, Office of Management and Budget, Attn: VA Desk Officer; 725 17th St. NW., Washington, DC 20503 or sent through electronic mail to [oirq\\_submission@omb.eop.gov](mailto:oirq_submission@omb.eop.gov). Please refer to "OMB Control No. 2900-0601" in any correspondence.

#### FOR FURTHER INFORMATION CONTACT:

Crystal Rennie, Enterprise Records Service (005R1B), Department of Veterans Affairs, 810 Vermont Avenue NW., Washington, DC 20420, (202) 632-7492 or email [crystal.rennie@va.gov](mailto:crystal.rennie@va.gov). Please refer to "OMB Control No. 2900-0601."

#### SUPPLEMENTARY INFORMATION:

*Title:* Requirements for Interest Rate Reduction Refinancing Loans.

*OMB Control Number:* 2900-0601.

*Type of Review:* Revision of a currently approved collection.

*Abstract:* Veterans may refinance an outstanding VA guaranteed, insured, or direct loan with a new loan at a lower interest rate provided that the veteran still owns the property used as security for the loan. The new loan will be guaranteed only if VA approves it in advance after determining that the borrower, through the lender, has provided reasons for the loan deficiency, and has provided information to establish that the cause of the delinquency has been corrected, and qualifies for the loan under the credit standard provisions.

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The **Federal Register** Notice with a 60-day comment period soliciting comments on this collection of information was published on January 16, 2014, at page 2939.

*Affected Public:* Business or other for profit.

*Estimated Annual Burden:* 25 hours.

*Estimated Annual Burden per Respondent:* 30 minutes.

*Frequency of Response:* On occasion.

*Estimated Number of Respondents:* 50.

Dated: June 9, 2014.