

**Estimated Total Annual Burden:** NHTSA estimates that a cost of approximately \$35.1 million to tire manufacturers and brand name owners is required to comply with this regulation.

**ADDRESSES:** Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725–17th Street NW., Washington, DC 20503, Attention NHTSA Desk Officer.

**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. Comments to OMB are most effective if OMB receives them within 30 days of publication.

**David M. Hines,**

Director, Office of Crash Avoidance Standards.

[FR Doc. 2014–05650 Filed 3–13–14; 8:45 am]

**BILLING CODE 4910–59–P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

**[Docket No. FD 35809]**

**Union Pacific Railroad Company—Temporary Trackage Rights Exemption—BNSF Railway Company**

BNSF Railway Company (BNSF), pursuant to a written trackage rights agreement dated March 1, 2014, has agreed to grant temporary overhead trackage rights to Union Pacific Railroad Company (UP) between milepost 579.3 near Mill Creek, Okla., on BNSF's Creek Subdivision and milepost 631.0 near Joe Junction, Tex., on BNSF's Madill Subdivision, a distance of 51.7 miles.

The transaction may be consummated on or after March 30, 2014, the effective date of the exemption (30 days after the verified notice of exemption was filed).<sup>1</sup> The temporary trackage rights will expire on November 30, 2014. The purpose of the temporary trackage rights is to allow UP to move loaded and

empty unit ballast trains to be used for UP maintenance of way projects.

As a condition to this exemption, any employees affected by the acquisition of the temporary trackage rights will be protected by the conditions imposed in *Norfolk & Western Railway—Trackage Rights—Burlington Northern, Inc.*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Railway, Inc.—Lease & Operate—California Western Railroad*, 360 I.C.C. 653 (1980), and any employees affected by the discontinuance of those trackage rights will be protected by the conditions set out in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

This notice is filed under 49 CFR 1180.2(d)(8). If it 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 effectiveness of the exemption. Petitions for stay must be filed no later than March 21, 2014 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35809, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on Jeremy M. Berman, Union Pacific Railroad Company, 1400 Douglas Street, STOP 1580, Omaha, NE 68179.

Board decisions and notices are available on our Web site at “[www.stb.dot.gov](http://www.stb.dot.gov)”

Decided: March 6, 2014.

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

**Raina S. White,  
Clearance Clerk.**

[FR Doc. 2014–05660 Filed 3–13–14; 8:45 am]

**BILLING CODE 4915–01–P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

**[Docket No. FD 35808]**

**BNSF Railway Company—Temporary Trackage Rights Exemption—Union Pacific Railroad Company**

Union Pacific Railroad Company (UP), pursuant to a written trackage rights agreement dated March 1, 2014, has agreed to grant local trackage rights<sup>1</sup>

to BNSF Railway Company (BNSF) over UP rail lines located between: (1) UP milepost 93.2 at Stockton, Cal., on UP's Oakland Subdivision, and UP milepost 219.4 at Elsey, Cal., on UP's Canyon Subdivision, a distance of 126.2 miles; and (2) UP milepost 219.4 at Elsey, Cal., and UP milepost 280.7 at Keddie, Cal., on UP's Canyon Subdivision, a distance of 61.3 miles.

The transaction may be consummated on March 30, 2014, the effective date of the exemption (30 days after the exemption is filed).

The purpose of this transaction is to allow BNSF to move empty and loaded ballast trains to and from the ballast pit at Elsey, Cal., which is adjacent to the UP rail line. The trackage rights are temporary in nature and are scheduled to expire at midnight on October 31, 2014.

As a condition to this exemption, any employee affected by the trackage rights will be protected by the conditions imposed in *Norfolk & Western Railway—Trackage Rights—Burlington Northern, Inc.*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Railway—Lease & Operate—California Western Railroad*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it 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 effectiveness of the exemption. Stay petitions must be filed by March 21, 2014 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35808, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on Karl Morell, Of Counsel, Ball Janik LLP, Suite 225, 655 Fifteenth St. NW., Washington, DC 20005.

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Decided: March 10, 2014.

they are “local” rather than “overhead” rights, they do not qualify for the Board's class exemption for temporary trackage rights at 49 CFR 1180.2(d)(8). See *R.R. Consolidation Procedures*, 6 S.T.B. 910 (2003). Therefore, BNSF concurrently filed a petition for partial revocation of this exemption in *BNSF Railway Company—Temporary Trackage Rights Exemption—Union Pacific Railroad Company*, Docket No. FD 35808 (Sub-No. 1), wherein BNSF requests that the Board permit the proposed trackage rights arrangement described in the present proceeding to expire at midnight on October 31, 2014, as provided in the parties' agreement. That petition will be addressed by the Board in a separate decision.

<sup>1</sup> UP states that the transaction will be consummated on April 1, 2014.

<sup>1</sup> BNSF states that the trackage rights being granted here are only temporary rights, but, because