

(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 discontinuance of service 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) to subsidize continued rail service has been received, this exemption will be effective on July 9, 2016, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues and formal expressions of intent to file an OFA to subsidize continued rail service under 49 CFR 1152.27(c)(2)<sup>2</sup> must be filed by June 17, 2016.<sup>3</sup> Petitions to reopen must be filed by June 29, 2016, 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 CSXT's representative: Louis E. Gitomer, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

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

Board decisions and notices are available on our Web site at [WWW.STB.DOT.GOV](http://WWW.STB.DOT.GOV).

Decided: June 6, 2016.

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

**Kenyatta Clay,**  
Clearance Clerk.

[FR Doc. 2016-13640 Filed 6-8-16; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2016-0052]

#### Environmental Impact and Related Procedures

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation.

**ACTION:** Notice.

**SUMMARY:** FRA is issuing this notice to solicit public comments on the potential application of 23 CFR part 771, Environmental Impact and Related Procedures, to railroad projects. Part 771 currently prescribes the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) procedures for implementing the National Environmental Policy Act of 1969, as amended (NEPA) (42 U.S.C. 4321 *et seq.*) and 23 U.S.C. 139, Efficient Environmental Reviews for Project Decisionmaking. FRA would further develop the application of 23 CFR part 771 to railroad projects in a rulemaking proceeding.

**DATES:** FRA must receive written comments on this notice on or before July 11, 2016. FRA will consider comments received after this date to the extent practicable.

**ADDRESSES:** *Comments:* Persons providing comments related to docket number FRA-2016-0052 must do so by any of the following methods:

- *Online:* Comments should be filed at the Federal eRulemaking Portal, <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Ave. SE., W12-140, Washington, DC 20590.

- *Hand Delivery:* Room W12-140 on the Ground level of the West Building, 1200 New Jersey Ave. SE., Washington, DC between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

- *Fax:* 202-493-2251.

*Instructions:* All submissions must include the agency name, docket name and docket number for this notice. Note that FRA will post all comments received without change to <http://www.regulations.gov>, including any personal information provided.

*Docket:* To access the docket or read background documents or comments received, go to <http://www.regulations.gov> at any time, or to the U.S. Department of Transportation, Docket Operations, M-30, West

Building, Ground Floor, Room W12-140, 1200 New Jersey Ave. SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

**FOR FURTHER INFORMATION CONTACT:** Mr. Michael Johnsen, Environmental and Corridor Planning Division, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Ave. SE., Washington, DC 20590 or by telephone at 202-493-1310 or Mr. Chris Van Nostrand, Attorney-Advisor, Office of Chief Counsel, Federal Railroad Administration, 1200 New Jersey Ave. SE., Washington, DC 20590 or by telephone at 202-493-6058.

**SUPPLEMENTARY INFORMATION:** On December 4, 2015, the President signed the Fixing America's Surface Transportation (FAST) Act into law (Pub. L. 114-94). Section 11503 of the FAST Act requires the Secretary of Transportation (Secretary), among other things, to apply, to the greatest extent feasible, the project development procedures described in 23 U.S.C. 139 (Efficient Environmental Reviews for Project Decisionmaking) to railroad projects requiring the Secretary's approval under NEPA. The Secretary must incorporate into FRA regulations and procedures for railroad projects aspects of the 23 U.S.C. 139 project development procedures, or portions thereof, which increase the efficiency of the review of railroad projects consistent with section 11503. In addition, section 11503 requires the Secretary to publish a notice of proposed rulemaking to propose new and existing categorical exclusions for railroad projects the Secretary must approve under NEPA. See 49 U.S.C. 24201(c).

In light of section 11503's requirements, FRA is evaluating whether to apply 23 CFR part 771 to railroad projects. Part 771 currently prescribes FHWA and FTA procedures for implementing NEPA, including 23 U.S.C. 139 requirements. In FRA's view, applying part 771 to railroad projects may be the most efficient way to comply with section 11503 and promote consistency in FTA, FHWA, and FRA environmental reviews. In addition, FRA would not need to develop entirely new NEPA regulations for railroad projects. FRA, in conjunction with FHWA and FTA, would engage in a rulemaking to revise part 771 to make it applicable to railroad projects before such an approach would become effective. FRA seeks input from interested parties, stakeholders, and the public on this proposal.

<sup>2</sup> Each OFA must be accompanied by the filing fee, which is currently set at \$1,600. See 49 CFR 1002.2(f)(25).

<sup>3</sup> Because this is a discontinuance proceeding and not an abandonment, interim trail use/rail banking and public use conditions are not appropriate. Because there will be an environmental review during abandonment, this discontinuance does not require an environmental review.

Issued in Washington, DC, on June 3, 2016.

**Sarah E. Feinberg,**  
Administrator.

[FR Doc. 2016-13621 Filed 6-8-16; 8:45 am]

BILLING CODE 4910-06-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2015-0002]

#### 3D Surrogate Vehicle Scanning Event

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

**ACTION:** Announcement of public meeting.

**SUMMARY:** NHTSA is announcing a public meeting to seek stakeholder feedback on a full-size 3-dimensional surrogate vehicle being developed to better support the evaluation of advanced crash avoidance technologies. NHTSA, Euro NCAP, Thatcham, and the Insurance Institute for Highway Safety (IIHS) have been collaboratively working to develop this surrogate; however, confirmation that it appears as realistic to the sensors used in automotive safety systems requires feedback from industry experts.

**DATES:** NHTSA will hold the public meeting July 13-14, 2016, in East Liberty, OH. Each day the meeting will start at 9:00 a.m. and continue until 5:00 p.m., local time. Check-in will begin at 8:00 a.m. All attendees for the meeting are required to register by following the instructions under **FOR FURTHER INFORMATION CONTACT** no later than June 24, 2016. Admission onto the facility will not be permitted without advanced registration.

Following the event, participants are requested to submit all written feedback and supporting information pertaining to their 3D surrogate vehicle measurements no later than August 5, 2016.

**ADDRESSES:** The meeting will be held on the test track at the Transportation Research Center, Inc., 10820 SR 347, East Liberty, OH 43319.

**Written Comments:** Written feedback and supporting information should be submitted not later than August 5, 2016, by any of the following methods:

- **Federal Rulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- **Mail:** Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building

Ground Floor, Room W12-140, Washington, DC 20590-0001.

- **Hand Delivery or Courier:** 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal Holidays.

- **Fax:** 202-366-1767.

**Instructions:** All submissions must include the agency name and docket number. 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 discussion below.

**Docket:** For access to the docket go to <http://www.regulations.gov> at any time or to 1200 New Jersey Avenue SE., West Building, Ground Floor, Room W12-140, Washington, DC 20590, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal Holidays. Telephone: 202-366-9826.

**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 (Volume 65, Number 70; Pages 19477-78), or you may visit <http://www.regulations.gov/privacy.html>.

**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, 1200 New Jersey Ave. SE., Washington, DC 20590. In addition, you should submit two copies, from which you have deleted the claimed confidential business information, to Docket Management at the address given above. When you send a comment containing information claimed to be confidential business information, you should submit a cover letter setting forth the information specified in our confidential business information regulation (49 CFR part 512).

**FOR FURTHER INFORMATION CONTACT:** Attendees should register at <http://goo.gl/forms/C6tj0oRj1QIS4qNy2> not later than June 24, 2016. Admission onto the facility will not be permitted without advanced registration. Should it be necessary to cancel the meeting due to inclement weather or other emergency, NHTSA will take available measures to notify registered

participants. If you have questions about the public meeting, please contact [3dsurrogate@dot.gov](mailto:3dsurrogate@dot.gov).

**SUPPLEMENTARY INFORMATION:** To date, multiple iterative efforts have been made to produce a 3D surrogate vehicle that not only emulates a passenger car from any approach angle, but one that can be safely and repeatedly struck by an actual light or heavy vehicle without harm. In Europe, vehicle manufacturers and suppliers were presented with two opportunities to measure the appearance of multiple surrogate designs during similar test events hosted by Thatcham in the UK. The feedback received from these companies has been invaluable, and has helped refine the surrogate to its current characteristics.

On July 13-14, 2016, NHTSA will be hosting a U.S.-based test event featuring the most recent iteration of the collaboratively-developed 3D surrogate vehicle and up to two robotic platforms (the surrogate vehicle is secured to a shallow self-propelled robotic platform to facilitate accurate longitudinal and lateral movement during testing). During this two-day meeting, vehicle manufacturers and suppliers will have an opportunity to measure the appearance of the 3D surrogate vehicle from multiple approach angles using vehicle-based sensors (e.g., radar, lidar, cameras, etc.). Feedback from the first day of testing will be used to make adjustments to the surrogate ahead of the second day's tests. Results from the second testing day will be used to help finalize the surrogate's design. The stated goal is to identify a final design by December 2016.

Feedback from the participants will be beneficial in finalizing the design of the surrogate. Meeting participants will have the opportunity to provide results from the measurements collected with their respective test equipment, and to provide specific recommendations about how the surrogate vehicle's appearance, to any sensor, could be improved. When providing these recommendations, participants are asked to consider the balance between realism and practicality. While it is very important the surrogate look as realistic as possible, it must also remain strikeable from any approach angle, over a broad range of impact speeds, without affecting the safety of those using it or harming the vehicle being evaluated.

#### Draft Agenda (in local time)

Wednesday, July 13, 2016

08:00-09:00 Arrival/Check-In

09:00-09:30 Brief presentations

describing the need for 3D surrogate