

by the same test participant during one or more drives. There is no limit to the number of *testable tasks* that may be evaluated by a test participant.

The revised text of Subsection VI.E.12 appends the following sentences to the above section:

However, it should be noted that including multiple tasks in a single session may lead to performance degradation due to test participant fatigue or confusion. Additionally, to ensure that the testing of each task reflects the demands of that task alone, all instructions, practice and testing for a single task should be completed before beginning a new task.

### 3. Clarification of Maximum Allowable Number of Eye Glances Longer Than 2.0 Seconds

Subsequent to publication of the Phase 1 NHTSA Driver Distraction

Guidelines, NHTSA became aware that the language used in Subsection VI.E.14.a, which describes the maximum number of eye glances longer than 2.0 seconds that may be observed for a conforming task during the driving simulator test procedure, was confusing to some readers. To improve the understandability of Subsection VI.E.14.a, that section has been revised as follows and an illustrative table has been added. Similar clarifying edits have also been made to Subsection VI.E.14.b, which describes the criteria for the mean duration of glances.

The original text of Subsection VI.E.14.a and b. read:

14. Acceptance Criteria. A *testable task* should be locked out from performance by drivers while driving unless the following three criteria are all met:

a. For at least 21 of the 24 test participants, no more than 15 percent (rounded up) of the total number of eye glances away from the forward road scene have durations of greater than 2.0 seconds while performing the testable task one time.

b. For at least 21 of the 24 test participants, the mean duration of all eye glances away from the forward road scene is less than or equal to 2.0 seconds while performing the testable task one time.

The text of Subsections VI.E.14.a and VI.E.14.b have been revised to read as follows:

a. For at least 21 of the 24 test participants, no more than 15 percent (rounded up to the next whole number) of each participant's total number of eye glances away from the forward road scene have durations of greater than 2.0 seconds while performing the testable task one time.

TABLE 3—MAXIMUM ALLOWABLE NUMBER OF EYE GLANCES LONGER THAN 2.0 SECONDS

Number of eye glances away from the forward road scene made by an individual test participant in performing a task	15% of the total number of eye glances away from the forward road scene	Maximum number of allowable off-road eye glances longer than 2.0 seconds
1 .....	0.15	*0
2 .....	0.30	1
3 .....	0.45	1
4 .....	0.60	1
5 .....	0.75	1
6 .....	0.90	1
7 .....	1.05	2
8 .....	1.20	2
9 .....	1.35	2
10 .....	1.50	2
11 .....	1.65	2
12 .....	1.80	2
13 .....	1.95	2
14 through 20 .....	>2.0	3

\* **Note:** See Section VI.E.14.b. If a testable task takes a test participant exactly one glance to perform, that glance must be no longer than 2.0 seconds in order to have a mean duration that does not exceed 2.0 seconds for all eye glances.

b. For at least 21 of the 24 test participants, the mean duration of each participant's eye glances away from the forward road scene is less than or equal to 2.0 seconds while performing the testable task one time.

### 4. Typographical Error

A typographical error was found in Section VI.G.4.b of the Phase 1 NHTSA Driver Distraction Guidelines. The phrase "How to drive the occlusion apparatus while not performing a testable task," should read "Become familiar with the occlusion apparatus operation while not performing a testable task." This change merely corrects the Guidelines language without substantively changing the content.

### 5. Inadvertent Omission

The agency inadvertently neglected to include a recommendation regarding multiple testable task testing in

Subsection VI.G., which relates to the occlusion test protocol. As discussed above, a recommendation regarding multiple task testing was included in the section related to driving simulator testing. In order to provide consistent recommendations for both test protocols, the agency has included a recommendation similar to the revised Subsection VI.E.12 in Subsection VI.G.18 that reads as follows:

18. Multiple *Testable Task* Testing. To improve testing efficiency, multiple (different) *testable tasks* may be performed by the same test participant during one or more sessions. There is no limit to the number of *testable tasks* that may be evaluated by a test participant. However, it should be noted that including multiple tasks in a single session may lead to performance degradation due to test participant fatigue or confusion. Additionally, to ensure that the testing of each task reflects the demands of that task alone, all instructions, practice and

testing for a single task should be completed before beginning a new task.

Issued in Washington, DC, on September 10, 2014, under authority delegated by 49 CFR 1.95.

**Nathaniel Beuse,**

*Associate Administrator for Vehicle Safety Research.*

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**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. EP 670 (Sub-No. 1)]

### Notice of Rail Energy Transportation Advisory Committee Meeting

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of Rail Energy Transportation Advisory Committee meeting.

**SUMMARY:** Notice is hereby given of a meeting of the Rail Energy Transportation Advisory Committee (RETAC), pursuant to the Federal Advisory Committee Act (FACA), 5 U.S.C. app. 2 § 10(a)(2).

**DATES:** The meeting will be held on Thursday, October 2, 2014, at 9:00 a.m., E.D.T.

**ADDRESSES:** The meeting will be held in the Hearing Room on the first floor of the Board's headquarters at 395 E Street SW., Washington, DC 20423.

**FOR FURTHER INFORMATION CONTACT:**

Michael H. Higgins (202) 245-0284; [Michael.Higgins@stb.dot.gov](mailto:Michael.Higgins@stb.dot.gov). [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at: (800) 877-8339].

**SUPPLEMENTAL INFORMATION:** RETAC arose from a proceeding instituted by the Board, *Establishment of a Rail Energy Transportation Advisory Committee*, Docket No. EP 670. RETAC was formed to provide advice and guidance to the Board, and to serve as a forum for discussion of emerging issues regarding the transportation by rail of energy resources, particularly, but not necessarily limited to, coal, ethanol, and other biofuels. The purpose of this meeting is to continue discussions regarding issues such as rail performance, capacity constraints, infrastructure planning and development, and effective coordination among suppliers, carriers, and users of energy resources. Potential agenda items for this meeting include introduction of new members, a performance measures review, industry segment reports by RETAC members, a presentation on the U.S. domestic energy outlook, a presentation on rail infrastructure and capacity demands going forward, and a roundtable discussion.

The meeting, which is open to the public, will be conducted in accordance with the Federal Advisory Committee Act, 5 U.S.C. app. 2; Federal Advisory Committee Management regulations, 41 CFR pt. 102-3; RETAC's charter; and Board procedures. Further communications about this meeting may be announced through the Board's Web site at [WWW.STB.DOT.GOV](http://WWW.STB.DOT.GOV).

Written Comments: Members of the public may submit written comments to RETAC at any time. Comments should be addressed to RETAC, c/o Michael Higgins, Surface Transportation Board, 395 E Street SW., Washington, DC

20423-0001 or [Michael.Higgins@stb.dot.gov](mailto:Michael.Higgins@stb.dot.gov).

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

**Authority:** 49 U.S.C. 721, 49 U.S.C. 11101; 49 U.S.C. 11121.

Decided: September 11, 2014.

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

**Jeffrey Herzig,**  
Clearance Clerk.

[FR Doc. 2014-22028 Filed 9-15-14; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF THE TREASURY

### Treasury Inspector General for Tax Administration; Privacy Act of 1974, as Amended: Computer Matching Program

**AGENCY:** Treasury Inspector General for Tax Administration, Treasury.

**ACTION:** Notice.

**SUMMARY:** Pursuant to 5 U.S.C. 552a, the Privacy Act of 1974, as amended, notice is hereby given of the agreement between the Treasury Inspector General for Tax Administration (TIGTA) and the Internal Revenue Service (IRS) concerning the conduct of TIGTA's computer matching program.

**DATES:** *Effective Date:* September 13, 2014.

**ADDRESSES:** Comments or inquiries may be mailed to the Treasury Inspector General for Tax Administration, Attn: Office of Chief Counsel, 1401 H St. NW., Suite 469, Washington, DC 20005, or via electronic mail to [Counsel.Office@tigta.treas.gov](mailto:Counsel.Office@tigta.treas.gov).

**FOR FURTHER INFORMATION CONTACT:** Office of Chief Counsel, Treasury Inspector General for Tax Administration, (202) 622-4068.

**SUPPLEMENTARY INFORMATION:** TIGTA's computer matching program assists in the detection and deterrence of fraud, waste, and abuse in the programs and operations of the IRS and related entities as well as protects against attempts to corrupt or interfere with tax administration. TIGTA's computer matching program is also designed to proactively detect and to deter criminal and administrative misconduct by IRS employees. Computer matching is the most feasible method of performing comprehensive analysis of data.

*Name of Source Agency:* Internal Revenue Service.

*Name of Recipient Agency:* Treasury Inspector General for Tax Administration.

*Beginning and Completion Dates:* This program of computer matches is expected to commence on September 13, 2014, but not earlier than the fortieth day after copies of the Computer Matching Agreement are provided to the Congress and OMB unless comments dictate otherwise. The program of computer matches is expected to conclude on March 14, 2016. Purpose: This program is designed to deter and detect fraud, waste, and abuse in Internal Revenue Service programs and operations, to investigate criminal and administrative misconduct by IRS employees, and to protect against attempts to corrupt or threaten the IRS and/or its employees.

**Authority:** The Inspector General Act of 1978, 5 U.S.C. App. 3, and Treasury Order 115-01.

*Categories of Individuals Covered:* Current and former employees of the Internal Revenue Service as well as individuals and entities about whom information is maintained in the systems of records listed below.

*Categories of Records Covered:* Included in this program of computer matches are records from the following Treasury or Internal Revenue Service systems.

- a. Treasury Payroll and Personnel System [Treasury/DO.001]
- b. Treasury Child Care Tuition Assistance Records [Treasury/DO.003]
- c. Public Transportation Incentive Program Records [Treasury/DO.005]
- d. Treasury Financial Management Systems [Treasury/DO.009]
- e. Correspondence Files and Correspondence Control Files [Treasury/IRS 00.001]
- f. Correspondence Files: Inquiries About Enforcement Activities [Treasury/IRS 00.002]
- g. Taxpayer Advocate Service and Customer Feedback and Survey Records System [Treasury/IRS 00.003]
- h. Employee Complaint and Allegation Referral Records [Treasury/IRS 00.007]
- i. Third Party Contact Records [Treasury/IRS 00.333]
- j. Stakeholder Relationship Management and Subject Files, Chief, Communications and Liaison [Treasury/IRS 10.004]
- k. Volunteer Records [Treasury/IRS 10.555]
- l. Annual Listing of Undelivered Refund Checks [Treasury/IRS 22.003]
- m. File of Erroneous Refunds [Treasury/IRS 22.011]
- n. Health Coverage Tax Credit (HCTC) Program Records [Treasury/IRS 22.012]
- o. Foreign Information System (FIS) [Treasury/IRS 22.027]