



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Robert Bentley  
Governor of Alabama  
State Capitol  
600 Dexter Ave.  
Montgomery, AL 36130-2751

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Alabama to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October X, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Sean Parnell  
Governor of Alaska  
PO Box 110001  
Juneau, AK 99811-0001

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Alaska to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration's model law known as the "Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act."

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Janice K. Brewer  
Governor of Arizona  
Executive Tower  
1700 West Washington St.  
Phoenix, AZ 85007-2812

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Arizona to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Mike Beebe  
Governor of Arkansas  
250 State Capitol  
Little Rock, AR 72201-3405

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Arkansas to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Edmund G. Brown, Jr.  
Governor of California  
1173 State Capitol  
1303 10th St.  
Sacramento, CA 95814-4910

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of California to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable John Hickenlooper  
Governor of Colorado  
136 State Capitol  
Denver, CO 80203-1792

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Colorado to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Dannel P. Malloy  
Governor of Connecticut  
210 Capitol Ave.  
Hartford, CT 06106-1535

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Connecticut to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

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[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Jack Markell  
Governor of Delaware  
150 Martin Luther King, Jr., Blvd., South  
Second Floor  
Dover, DE 19901-3637

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On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

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following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

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Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

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[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Vincent C. Gray  
Mayor of the District of Columbia  
1350 Pennsylvania Ave. NW, Suite 316  
Washington, DC 20004-3003

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the District of Columbia to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

R-14-50

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H-11-39

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The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Rick Scott  
Governor of Florida  
The Capitol  
400 South Monroe St.  
Tallahassee, FL 32399-0001

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Florida to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Nathan Deal  
Governor of Georgia  
206 Washington St.  
111 State Capitol  
Atlanta, GA 30334-1600

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Georgia to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Neil Abercrombie  
Governor of Hawaii  
Executive Chambers  
State Capitol  
Honolulu, HI 96813-2425

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Hawaii to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable C. L. “Butch” Otter  
Governor of Idaho  
PO Box 83720  
Boise, ID 83720-0003

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Idaho to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Pat Quinn  
Governor of Illinois  
207 State House  
Springfield, IL 62706-9998

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Illinois to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Mike Pence  
Governor of Indiana  
206 State House  
Indianapolis, IN 46204-2797

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Indiana to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Terry E. Branstad  
Governor of Iowa  
1007 East Grand Ave.  
Des Moines, IA 50319-0001

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Iowa to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Sam Brownback  
Governor of Kansas  
2415 State Capitol  
300 SW 10th Ave.  
Topeka, KS 66612-1590

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Kansas to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Steven Beshear  
Governor of Kentucky  
700 Capitol Ave.  
Frankfort, KY 40601-3454

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the commonwealth of Kentucky to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Bobby Jindal  
Governor of Louisiana  
PO Box 94004  
Baton Rouge, LA 70804-9004

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Louisiana to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration's model law known as the "Adequate Sight Distance at Passive Highway-Rail Grade Crossings Act."

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Paul LePage  
Governor of Maine  
1 State House Station  
Augusta, ME 04333-0001

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Maine to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50 and R-14-51  
H-11-39 (Reiteration)

The Honorable Martin O'Malley  
Governor of Maryland  
100 State Circle  
Annapolis, MD 21401-1925

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Maryland to take action on the safety recommendations being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico and an additional recommendation to the state of Maryland:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

R-14-51

Work with CSX Transportation Company and private landowners to conduct engineering studies of the accident grade crossing (140833J) and the three other private highway–railroad grade crossings (140831V, 140828M, and 140829U) evaluated in this investigation, and take actions to improve their safety, such as removing visual obstructions, installing signage, and altering roadway geometry.

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]  
By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Deval Patrick  
Governor of Massachusetts  
Massachusetts State House, Room 105  
Boston, MA 02133-1002

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the commonwealth of Massachusetts to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Rick Snyder  
Governor of Michigan  
PO Box 30013  
Lansing, MI 48909-7513

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Michigan to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Mark Dayton  
Governor of Minnesota  
130 State Capitol  
75 Martin Luther King, Jr., Blvd.  
St. Paul, MN 55155-1601

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Minnesota to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Phil Bryant  
Governor of Mississippi  
PO Box 139  
Jackson, MS 39205-0139

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Mississippi to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Jay Nixon  
Governor of Missouri  
PO Box 720  
Jefferson City, MO 65102-0720

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Missouri to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Steve Bullock  
Governor of Montana  
State Capitol  
PO Box 200801  
Helena, MT 59620-0801

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Montana to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Dave Heineman  
Governor of Nebraska  
PO Box 94848  
Lincoln, NE 68509-4848

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Nebraska to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Brian Sandoval  
Governor of Nevada  
State Capitol  
101 North Carson St.  
Carson City, NV 89701-5336

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Nevada to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Maggie Hassan  
Governor of New Hampshire  
State House  
107 North Main St.  
Concord, NH 03301-4951

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of New Hampshire to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Chris Christie  
Governor of New Jersey  
PO Box 001  
Trenton, NJ 08625-0001

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of New Jersey to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Susana Martinez  
Governor of New Mexico  
490 Old Santa Fe Trail, Room 400  
Santa Fe, NM 87501-2704

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of New Mexico to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Andrew M. Cuomo  
Governor of New York  
State Capitol  
Albany, NY 12224-0343

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of New York to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Pat McCrory  
Governor of North Carolina  
20301 Mail Service Center  
Raleigh, NC 27699-0301

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of North Carolina to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Jack Dalrymple  
Governor of North Dakota  
State Capitol  
600 East Boulevard Ave.  
Bismarck, ND 58505-0001

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of North Dakota to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable John R. Kasich  
Governor of Ohio  
Riffe Center, 30th Floor  
77 South High St.  
Columbus, OH 43215-6117

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Ohio to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Mary Fallin  
Governor of Oklahoma  
212 State Capitol  
2300 North Lincoln Blvd.  
Oklahoma City, OK 73105-4801

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Oklahoma to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable John Kitzhaber  
Governor of Oregon  
160 State Capitol  
900 Court St. North  
Salem, OR 97301-4047

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Oregon to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Tom Corbett  
Governor of Pennsylvania  
225 Main Capitol Building  
Harrisburg, PA 17120-0062

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the commonwealth of Pennsylvania to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50

The Honorable Alejandro Garcia Padilla  
Governor of Puerto Rico  
La Fortaleza  
PO Box 9020082  
San Juan, PR 00902-0082

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the Commonwealth of Puerto Rico to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

This safety recommendation is derived from the NTSB’s investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Lincoln Chafee  
Governor of Rhode Island  
222 State House  
Providence, RI 02903-1196

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Rhode Island to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

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following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Nikki R. Haley  
Governor of South Carolina  
1205 Pendleton St.  
Columbia, SC 29201-3756

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of South Carolina to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Dennis M. Daugaard  
Governor of South Dakota  
500 East Capitol Ave.  
Pierre, SD 57501-5001

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of South Dakota to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

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The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Bill Haslam  
Governor of Tennessee  
State Capitol  
Nashville, TN 37243-0001

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Tennessee to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

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Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

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H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

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[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Rick Perry  
Governor of Texas  
PO Box 12428  
Austin, TX 78711-2428

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Texas to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Gary R. Herbert  
Governor of Utah  
350 North State St., Suite 200  
PO Box 142220  
Salt Lake City, UT 84114-2220

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Utah to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Peter Shumlin  
Governor of Vermont  
Pavilion Building  
109 State St.  
Montpelier, VT 05609-0101

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Vermont to take action on the safety recommendation being issued in this letter.

On October 8, 2104, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Terry McAuliffe  
Governor of Virginia  
PO Box 1475  
Richmond, VA 23218-1475

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the commonwealth of Virginia to take action on the safety recommendation being issued in this letter.

On October 8, 2104, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Jay Inslee  
Governor of Washington  
416 Sid Snyder Ave. SW, Suite 200  
PO Box 40002  
Olympia, WA 95804-0002

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Washington to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Earl Ray Tomblin  
Governor of West Virginia  
State Capitol  
1900 Kanawha Blvd. East  
Charleston, WV 25305-0009

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of West Virginia to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Scott Walker  
Governor of Wisconsin  
115 East Capitol  
Madison, WI 53702-0100

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Wisconsin to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** October 22, 2014

**In reply refer to:** R-14-50  
H-11-39 (Reiteration)

The Honorable Matthew H. Mead  
Governor of Wyoming  
124 State Capitol  
200 West 24th St.  
Cheyenne, WY 82002-0100

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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Wyoming to take action on the safety recommendation being issued in this letter.

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration, the Association of American Railroads, the American Short Line and Regional Railroad Association, the National Fire Protection Association, and CSX Transportation Company—including the

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<sup>1</sup> See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

R-14-50

Enact legislation adopting all elements of the Federal Railroad Administration’s model law known as the “Adequate Sight Distance at Passive Highway–Rail Grade Crossings Act.”

The NTSB reiterated the following previously issued recommendation to the 50 states and the District of Columbia:

H-11-39

(1) Ban the nonemergency use of portable electronic devices (other than those designed to support the driving task) for all drivers; (2) use the National Highway Traffic Safety Administration model of high visibility enforcement to support these bans; and (3) implement targeted communication campaigns to inform motorists of the new law and enforcement, and to warn them of the dangers associated with the nonemergency use of portable electronic devices while driving.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart  
Acting Chairman