

overall operational impact at LGA and whether the requests improve or have a neutral effect on operational performance. The FAA will consider both short-term adjustments and adjustments through the expiration of the LGA Order. In addition, if the FAA receives conflicting requests for retiming, the FAA will give priority to new entrants and limited incumbents, consistent with the LGA Order and FAA practice. The terms of the LGA Order prevent the FAA from allocating new slots in hours at or above the slot limit.

The FAA will evaluate requests received by August 12, 2014, and intends to respond to the requests no later than August 19, 2014. The FAA cannot guarantee that all requests to adjust slots will be confirmed. Requests received after August 12, 2014, will be evaluated after timely requests in the order they are received. As permitted under paragraph A.5 of the LGA Order, carriers are encouraged to engage in slot trades, when possible, to achieve desired timings.

Issued in Washington, DC, on July 23, 2014.

**Mark W. Bury,**

*Assistant Chief Counsel for International Law, Legislation, and Regulations.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[Docket No. FTA-2014-0016]

#### Notice of Buy America Waiver for Waterjets

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of Buy America waiver.

**SUMMARY:** In response to the Golden Gate Bridge Highway & Transportation District's (Bridge District) request for a Buy America waiver for waterjets, the Federal Transit Administration (FTA) hereby waives its Buy America requirements for waterjets to be installed in the Bridge District's M.V. Mendocino ferry vessel. This waiver is limited to a single procurement for the waterjets to be installed in the M.V. Mendocino ferry vessel, which is part of an FTA-funded project.

**DATES:** This waiver is effective immediately.

**FOR FURTHER INFORMATION CONTACT:** Mary J. Lee, FTA Attorney-Advisor, at (202) 366-0985 or [mary.j.lee@dot.gov](mailto:mary.j.lee@dot.gov).

**SUPPLEMENTARY INFORMATION:** The purpose of this notice is to announce

that FTA has granted a non-availability waiver for the Bridge District's procurement of waterjets to be installed in its M.V. Mendocino ferry vessel.

With certain exceptions, FTA's Buy America requirements prevent FTA from obligating an amount that may be appropriated to carry out its program for a project unless "the steel, iron, and manufactured goods used in the project are produced in the United States." 49 U.S.C. 5323(j)(1). A manufactured product is considered produced in the United States if: (1) All of the manufacturing processes for the product must take place in the United States; and (2) All of the components of the product must be of U.S. origin. A component is considered of U.S. origin if it is manufactured in the United States, regardless of the origin of its subcomponents. 49 CFR 661.5(d). If, however, FTA determines that "the steel, iron, and goods produced in the United States are not produced in a sufficient and reasonably available amount or are not of a satisfactory quality," then FTA may issue a waiver (non-availability waiver). 49 U.S.C. 5323(j)(2)(B); 49 CFR 661.7(c).

Earlier this year, FTA received a petition from the Bridge District seeking a waiver that would permit them to procure replacement waterjets for the M.V. Mendocino ferry vessel that would not be manufactured in the United States and therefore would not comply with FTA's Buy America requirements. The Bridge District submitted documentation showing that it had sought a domestic manufacturer of waterjets meeting its technical requirements, but the one domestic manufacturer it located, NAMjet of Arkansas, was not capable of constructing commercial waterjets meeting the Bridge District's design needs, and that the only responsive bidder, HamiltonJet of New Zealand, would not be able to provide a Buy America-compliant waterjet to the Bridge District. Pursuant to 49 CFR 661.7, FTA published a notice in the **Federal Register** on July 8, 2014, (79 FR 38665) seeking public comment on the Bridge District's request.

During the comment period, FTA received no objections to the Bridge District's petition. In fact, FTA received no comments at all, indicating a likely lack of interest from domestic manufacturers who were ready, willing, and able to produce waterjets meeting the Bridge District's specifications. As part of its due diligence, FTA also reached out to its sister agency, the Maritime Administration (MARAD), the modal agency within the US Department of Transportation

responsible for maritime matters, including domestic vessel construction. MARAD's Office of Shipyards and Marine Engineering confirmed that of the domestic manufacturers of waterjets, there were none capable of meeting the higher volume performance standards required for the Bridge District's ferry.

Based upon the Bridge District's representations that it is unable to procure Buy America-compliant waterjets, the lack of responses to FTA's **Federal Register** Notice, and FTA's outreach to its MARAD counterparts, FTA is issuing a non-availability waiver for HamiltonJet's high-capacity waterjets pursuant to 49 CFR 661.7(c). This waiver is limited to the procurement of waterjets for the M.V. Mendocino. Subsequent requests for replacement waterjets will be subject to similar notice-and-comment publication requirements.

**Dana Nifosi,**

*Deputy Chief Counsel.*

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**BILLING CODE 4910-57-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

#### Notice and Request for Comments

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** 30-day notice of request for approval: End-of-Year Railroad Service Outlook.

**SUMMARY:** As part of its continuing effort to reduce paperwork burdens, and as required by the Paperwork Reduction Act of 1995, 44 U.S.C. 3501-3519 (PRA), the Surface Transportation Board (STB or Board) gives notice that it is requesting from the Office of Management and Budget (OMB) approval of the information collection resulting from the Board's annual request that Class I carriers and rail carriers that are members of the American Shortline and Regional Railroad Association (ASLRRA) provide the Board with information about the plans and preparations that these rail carriers have made in anticipation of the increased demand for rail service during the fall peak demand season.

The Board previously published a notice about this collection in the **Federal Register** on June 24, 2013, at 78 FR 37882 (60-day notice). That notice allowed for a 60-day public review and comment period. No comments were received.

Comments may now be submitted to OMB concerning: (1) The accuracy of

the Board's burden estimates; (2) ways to enhance the quality, utility, and clarity of the information collected; (3) ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology when appropriate; and (4) whether the collection of information is necessary for the proper performance of the functions of the Board, including whether the collection has practical utility. Submitted comments will be considered and also included in the Board's request for OMB approval.

#### Description of Collection

*Title:* End-of-Year Railroad Service Outlook.

*OMB Control Number:* 2140-XXXX.

*STB Form Number:* None.

*Type of Review:* Existing collection in use without an OMB control number.

*Respondents:* The Class I rail carriers and carriers that are members of ASLRRRA.

*Number of Respondents:* An average of 9 carriers respond to this request to voluntarily provide this information.<sup>1</sup>

*Frequency:* Once per year.

*Total Burden Hours* (annually including all respondents): We estimate a total of 273 hours for all responding carriers (30.3 hours per response × 9 respondents).

*Total "Non-hour Burden" Cost:* Because respondents email their response letters to the Board, there are no non-hour costs to respondents.

*Needs and Uses:* The shipping community and our economy as a whole depend on reliable and efficient freight rail service. The Board and rail shippers need to understand how carriers plan to meet the increased demand for rail service during the fall peak demand season, including capital plans for relieving bottlenecks. For several years, the Board has asked Class I railroads, along with the ASLRRRA member railroads, to provide a forward-looking assessment of their ability to meet end-of-year business demands for rail service, which typically increase during the fall shipping season. The Board uses this information to monitor efforts by U.S. rail carriers to meet the increased fall peak demand for rail service.

**DATES:** Comments on this information collection should be submitted by August 28, 2014.

<sup>1</sup> In the 60-day notice, the Board indicated that there were approximately 11 respondents. Although no comments were filed, we are adjusting our estimate of the number of respondents to nine. This adjustment to the Board's estimate is based on our updated calculation of the 5-year average number of actual filings by respondents.

**ADDRESSES:** Written comments should be identified as "Paperwork Reduction Act Comments, Surface Transportation Board, End-of-Year Railroad Service Outlook." These comments should be directed to the Office of Management and Budget, Office of Information and Regulatory Affairs, Attention: Patrick Fuchs, Surface Transportation Board Desk Officer, by email at [OIRA.SUBMISSION@OMB.EOP.GOV](mailto:OIRA.SUBMISSION@OMB.EOP.GOV); by fax at (202) 395-6974; or by mail to Room 10235, 725 17th Street NW., Washington, DC 20503.

**FOR FURTHER INFORMATION CONTACT:** For further information regarding the "End-of-Year Railroad Service Outlook," contact Chris Oehrle at (202) 245-0271 or [oehrlec@stb.dot.gov](mailto:oehrlec@stb.dot.gov). [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.] This collection, as well as instructions for the collection, are available on the Board's Web site at <http://www.stb.dot.gov/PeakLetters1.nsf/2012?OpenPage>.

**SUPPLEMENTARY INFORMATION:** Under the PRA, a federal agency conducting or sponsoring a collection of information must display a currently valid OMB control number. A collection of information, which is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c), includes agency requirements or requests that persons submit reports, keep records, or provide information to the agency, third parties, or the public. Section 3507(b) of the PRA requires, concurrent with an agency's submitting a collection to OMB for approval, a 30-day notice and comment period through publication in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information.

Dated: July 24, 2014.

**Jeffrey Herzig,**  
Clearance Clerk.

[FR Doc. 2014-17741 Filed 7-28-14; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF VETERANS AFFAIRS

### Notice of Tribal Consultation

**AGENCY:** Department of Veterans Affairs.  
**ACTION:** Notice of Tribal Consultation.

**SUMMARY:** The Department of Veterans Affairs (VA) Office of Tribal Government Relations (OTGR) will host a Tribal Consultation on the Memorandum of Understanding (MOU) between VA and the Indian Health Service (IHS) and how the MOU has

affected health care for Veterans. The consultation session will be held on September 8, 2014, at Hyatt Regency Albuquerque, 330 Tijeras NW., Albuquerque, New Mexico from 1:00 p.m. to 2:30 p.m. Mountain Standard Time.

**DATES:** Comments must be submitted to VA no later than Wednesday, October 8, 2014.

**ADDRESSES:** Written comments concerning the consultation may be submitted as follows:

*Email:* [tribalgovernmentconsultation@va.gov](mailto:tribalgovernmentconsultation@va.gov).

*Mail:* U.S. Department of Veterans Affairs, Office of Intergovernmental Affairs (075F), 810 Vermont Avenue NW., Suite 915G, Washington, DC 20420.

This deadline does not preclude anyone from providing testimony at the session and we will, to the extent that times allows, hear your testimony. For any Tribe unable to present testimony, please be aware that VA will keep the testimony record open for 30 days after the date of the consultation. All 2014 consultation testimony, as well as official responses from VA, will be shared with tribal governments through a VA tribal consultation report to be disseminated in 2015.

Registration for the consultation is not required, but if you wish to register, please submit your name, title, Tribe or organization, phone, and email address to [tribalgovernmentconsultation@va.gov](mailto:tribalgovernmentconsultation@va.gov).

**FOR FURTHER INFORMATION CONTACT:** Terry Bentley, Tribal Government Relations Specialist/Western Region, VA Office of Tribal Government Relations at (541) 440-1271, or by email at [Terry.Bentley@va.gov](mailto:Terry.Bentley@va.gov).

**SUPPLEMENTARY INFORMATION:** In October 2010, the Department of Veterans Affairs (VA) and the Indian Health Service (IHS) signed a Memorandum of Understanding (MOU) to establish coordination, collaboration, and resource-sharing between the two organizations. The goal of the MOU is to bring together the strengths and expertise of each agency to actively improve the care and services provided by both of them.

The MOU sets forth five mutual goals for VA and IHS:

1. Increase access to and improve quality of health care services.
2. Promote patient-centered collaboration and facilitate communication among VA, IHS, American Indian and Alaska Native Veterans, Tribal facilities and Urban Indian Clinics.