

purpose of the proposed action is to identify the appropriate transportation solution(s) to rectify the increasing inability to safely and effectively move people, goods, and services through the study area.

Alternatives: Alternative corridors will be developed within the previously defined study area.

Environmental Review Process: The EIS will be developed in accordance with Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [CFR] part 1500 *et seq.*) implementing NEPA (42 U.S.C. 4321 *et seq.*), and FHWA regulations. FHWA and ADOT will use a tiered process, as provided for in 40 CFR 1508.28 and in accordance with FHWA guidance, in the completion of the environmental study.

If the Record of Decision indicates that FHWA has selected one of the alternative corridors as the environmentally preferred alternative, the evaluation of a specific highway alignment within the selected corridor would occur in a subsequent phase of the study. Subsequent Tier 2 assessment(s) would address a proposed highway alignment to be developed within the alternative corridor selected in the Tier 1 EIS, and would incorporate by reference the Tier 1 data, evaluations, and findings. The Tier 2 NEPA evaluation(s) would concentrate on site-specific issues and alternatives relevant to implementing a new highway alignment within the selected Tier 1 alternative corridor, and would identify the environmental consequences and measures necessary to mitigate environmental impacts at a site-specific level of detail.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 315; U.S.C. 771.123.

Issued on: December 10, 2013.

Karla S. Petty,

FHWA Division Administrator, Phoenix, AZ.

[FR Doc. 2013-30310 Filed 12-20-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Integrated Corridor Management Deployment Planning Grants

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of extension of application period.

SUMMARY: The FHWA is extending the application period for the Integrated Corridor Management Deployment Planning Grants, which was issued through a notice on November 1, 2013, at 78 FR 65751. The original application period is set to close on December 31, 2013. The extension is based on input received from DOT stakeholders that the December 31 closing date does not provide sufficient time for submission of applications. The FHWA agrees that the application period should be extended. Therefore, the closing date for applications is extended to January 17, 2014.

DATES: Formal applications must be submitted no later than January 17, 2014 to be assured consideration.

Applications should be submitted through <http://www.grants.gov>.

FOR FURTHER INFORMATION CONTACT: For questions about the program discussed herein, contact Mr. Robert Sheehan, FHWA Office of Transportation Management, (202) 366-6817, or via email at Robert.Sheehan@dot.gov, or Mr. Brian Cronin, Team Leader, Research, Research and Innovative Technology Administration ITS-Joint Program Office, (202) 366-8841 or via email at Brian.Cronin@dot.gov. For legal questions, please contact Adam Sleeter, Attorney Advisor, FHWA Office of the Chief Counsel, (202) 366-8839, or via email at adam.sleeter@dot.gov. Business hours for the FHWA are from 8:00 a.m., e.t., to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

On November 1, 2013, at 78 FR 65751, the FHWA published in the **Federal Register** a notice regarding the Integrated Corridor Management Deployment Planning Grants. The purpose of this notice was to invite States, Metropolitan Planning Organizations, and local governments that intended to initiate or continue Integrated Corridor Management development with their partners, such as arterial management agencies, tolling authorities, and transit authorities, to apply for deployment planning grants. The Moving Ahead for Progress in the 21st Century Act authorizes the FHWA to encourage Intelligent Transportation Systems deployment on the national highway system through demonstrations and grant programs. The purpose of this program is to promote the integrated management and operations of the transportation system, thereby

improving multimodal transportation system management and operations.

The original application period is set to close on December 31, 2013. The extension in this notice is based on input received from DOT stakeholders that the December 31 closing date does not provide sufficient time for submission of applications. The FHWA agrees that the application period should be extended. Therefore, the closing date for applications is extended to January 17, 2014.

Issued on: December 16, 2013.

Victor M. Mendez,

FHWA Administrator.

[FR Doc. 2013-30487 Filed 12-20-13; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2013-0002-N-27]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), United States Department of Transportation (USDOT).

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it is seeking renewal of the following currently approved information collection activities. Before submitting the information collection requests (ICRs) below for clearance by the Office of Management and Budget (OMB), FRA is soliciting public comment on specific aspects of the activities identified below.

DATES: Comments must be received no later than February 21, 2014.

ADDRESSES: Submit written comments on any or all of the following proposed activities by mail to either: Mr. Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 17, Washington, DC 20590, or Ms. Kimberly Toone, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 35, Washington, DC 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, "Comments on OMB control number _____." Alternatively, comments may be

transmitted via facsimile to (202) 493–6216 or (202) 493–6497, or via email to Mr. Brogan at Robert.Brogan@dot.gov, or to Ms. Toone at Kim.Toone@dot.gov. Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS–21, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 17, Washington, DC 20590 (telephone: (202) 493–6292) or Ms. Kimberly Toone, Office of Information Technology, RAD–20, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493–6132). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Public Law 104–13, § 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501–3520), and its implementing regulations, 5 CFR Part 1320, require Federal agencies to provide 60-days notice to the public for comment on information collection activities before seeking approval for reinstatement or renewal by OMB. 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1), 1320.10(e)(1), 1320.12(a). Specifically, FRA invites interested respondents to comment on the following summary of proposed information collection

activities regarding (i) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (ii) the accuracy of FRA’s estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (iii) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (iv) ways for FRA to minimize the burden of information collection activities on the public by automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submission of responses). See 44 U.S.C. 3506(c)(2)(A)(i)–(iv); 5 CFR 1320.8(d)(1)(i)–(iv). FRA believes that soliciting public comment will promote its efforts to reduce the administrative and paperwork burdens associated with the collection of information mandated by Federal regulations. In summary, FRA reasons that comments received will advance three objectives: (i) Reduce reporting burdens; (ii) ensure that it organizes information collection requirements in a “user friendly” format to improve the use of such information; and (iii) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

Below is a brief summary of currently approved information collection activities that FRA will submit for clearance by OMB as required under the PRA:

Title: Bridge Safety Standards.

OMB Control Number: 2130–0586.

Abstract: The collection of information is used by FRA to ensure that railroads/track owners meet Federal safety standards for bridge safety and comply with all the requirements stipulated under the Railroad Safety Improvement Act (RSIA) of 2008 and 49 CFR 237. In particular, the collection of information is used by FRA to confirm that railroads/track owners adopt and implement bridge management programs to properly inspect, maintain, modify, and repair all bridges that carry trains over them for which they are responsible. Railroads/track owners must conduct annual inspections of railroad bridges. Further, railroads must incorporate provisions for internal audit into their bridge management program and must conduct internal audits of bridge inspection reports. The internal audit information is used by railroads/track owners to verify that the inspection provisions of the bridge management program are being followed and to continually evaluate the effectiveness of their bridge management program and bridge inspection activities. FRA uses this information to ensure that railroads/track owners implement a safe and effective bridge management program and bridge inspection regime.

Form Number(s): N/A.

Affected Public: Businesses.

Respondent Universe: 693 railroads.

Frequency of Submission: On occasion.

Reporting Burden:

CFR Section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
237.3				
Notifications to FRA of Assignment of Bridge Responsibility.	693 Railroads	15 notifications	90 minutes	22.5
Signed Statement by Assignee Concerning Bridge Responsibility.	693 Railroads	15 signed statements ...	30 minutes	7.5
237.9				
Waivers—Petitions	693 Railroads	12 petitions	4	48
23731/33				
Development/Adoption of Bridge Management Program.	693 Railroads	693 plans	Varies	20,100
237.57				
Designation of Qualified Individuals	693 Railroads	200 designation	30 minutes	100
237.71				
Determination of Bridge Load Capacities	693 Railroads	2,000 determinations ...	8	16,000
237.73				
Issuance of Instructions to Railroad Personnel by Track Owner.	693 Railroads	2,000 instructions	2	4,000
237.105				
Special Bridge Inspections and Reports/Records.	693 Railroads	7,500 insp. and reports/ records.	12.50 hours	93,750
Special Underwater Inspections	693 Railroads	50 insp. and Reports/ rcds.	40 hours	2,000
237.107 and 237.109				
Nationwide Annual Bridge Inspections—Reports.	693 Railroads	18,000 insp. & reports ..	4 hours	72,000
Records	693 Railroads	18,000 records	1 hour	18,000

CFR Section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
Report of Deficient Condition on a Bridge (New Requirement from NPRM)	693 Railroads	50 reports	30 minutes	25
237.111 Review of Bridge Inspection Reports by RR Bridge Engineers.	693 Railroads	2,000 insp. rpt. reviews	30 minutes	1,000
Prescription of Bridge Insp. Procedure Modifications After Review.	693 Railroads	200 insp. proc. modifications.	30 minutes	100
237.131 Design of Bridge Modifications or Bridge Repairs.	693 Railroads	1,250 designs	16 hours	20,000
Bridge Modification Repair Reviews/Supervisory Efforts.	693 Railroads	1,250 br. mod. repair reviews.	1.50 hours	1,875
Common Standard Designed by Railroad Bridge Engineer (New Requirement from NPRM).	693 Railroads	50 standards	24 hours	1,200
237.153 Audits of Inspections	693 Railroads	693 insp. audits	80 hours/24 hours/6 hours.	5,470
237.155 Documents and Records	693 Railroads	5 systems	80 hours	400
Establishment of RR Monitoring and Info. Technology Security Systems for Electronic Recordkeeping.	693 Railroads	100 employees	8 hours	800
Employees Trained in System				

Estimated Total Annual Burden: 256,898 hours.

Status: Extension of a Currently Approved Collection.

Title: Locomotive Crashworthiness.

OMB Control Number: 2130-0564.

Abstract: In a final rule published on June 28, 2006, the Federal Railroad Administration (FRA) issued comprehensive standards for locomotive crashworthiness. These crashworthiness standards are intended to help protect

locomotive cab occupants in the event of a locomotive collision. The collection of information is used by FRA ensure that locomotive manufacturers and railroads meet minimum performance standards and design load requirements for newly manufactured and re-manufactured locomotives in order to help protect locomotive cab occupants in the event that one of these covered locomotives collides with another locomotive, the rear of another train, a

piece of on-track equipment, a shifted load on a freight car on an adjacent track, or a highway vehicle at a rail-highway grade crossing.

Form Number(s): N/A.

Affected Public: Businesses.

Respondent Universe: 685 railroads and 4 Locomotive Manufacturers.

Frequency of Submission: On occasion.

Reporting Burden:

CFR Section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
229.207—Petition for FRA Approval of New Locomotive Crashworthiness Standards.	685 Railroads + 4 Loco. Manufacturers.	2 petitions	1,050 hours	2,100
Petition for FRA Approval of Substantive Change to FRA-Approved Crashworthiness Design Standard.	685 Railroads + 4 Loco. Manufacturers.	1 petition	1,050 hours	1,050
Petition for FRA Approval of Non-Substantive Change to FRA-Approved Crashworthiness Design Standard.	685 Railroads + 4 Loco. Manufacturers.	1 petition	400 hours	400
229.209 Waivers—Petition for FRA Approval of Alternative Locomotive Crashworthiness Design Standard.	685 Railroads + 4 Loco. Manufacturers.	1 petition	2,550 hours	2,550
229.211 Comments on FRA Notice of Petitions Received by the Agency.	4 Loco. Makers/RR Associations/Labor Organizations/Public.	10 comments	16 hours	160
229.213 Locomotive Manufacturing Information: Retention of Required Information.	685 Railroads	1,000 records or stickers or badge plates.	6 minutes	100
229.215 Retention of Records—Original Designs	4 Loco. Manufacturers	24 loco. Record	8 hours	192
Retention of Records—Repairs and Modifications.	685 Railroads	6 records	4 hours	24
Inspection of Records	6 Loco. Manufacturers/Rebuilders.	10 records	2 minutes	.33

Estimated Total Annual Burden: 6,544 hours.

Status: Extension of a Currently Approved Collection.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC, on December 13, 2013.

Rebecca Pennington,
Chief Financial Officer.

[FR Doc. 2013–30363 Filed 12–20–13; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2013–0002–N–24]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), United States Department of Transportation (USDOT).

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it is seeking renewal of the following currently approved information collection activities. Before submitting these information collection requirements for clearance by the Office of Management and Budget (OMB), FRA is soliciting public comment on specific aspects of the activities identified below.

DATES: Comments must be received no later than February 21, 2014.

ADDRESSES: Submit written comments on any or all of the following proposed activities by mail to either: Ms. Janet Wylie or Ms. Kimberly Toone, Office of Information Technology, RAD–20, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 35, Washington, DC 20590. Commenters requesting FRA acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, “Comments on OMB control number 2130–0580.” Alternatively, comments may be transmitted via facsimile to (202) 493–6170, or via email to Ms. Wylie at janet.wylie@dot.gov, or to Ms. Toone at Kim.Toone@dot.gov.

Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

FOR FURTHER INFORMATION CONTACT: Ms. Janet Wylie, Office of Information and Technology, RAD–20, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493–6353) or Ms. Kimberly Toone, Office of Information Technology, RAD–20, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493–6132). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Public Law 104–13, § 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501–3520), and its implementing regulations, 5 CFR Part 1320, require Federal agencies to provide 60-days notice to the public for comment on information collection activities before seeking approval for reinstatement or renewal by OMB. 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1), 1320.10(e)(1), 1320.12(a). Specifically, FRA invites interested respondents to comment on the following summary of proposed information collection activities regarding (i) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (ii) the accuracy of FRA’s estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (iii) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (iv) ways for FRA to minimize the burden of information collection activities on the public by automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submission of responses). See 44 U.S.C. 3506(c)(2)(A)(i)–(iv); 5 CFR 1320.8(d)(1)(i)–(iv). FRA believes that soliciting public comment will promote its efforts to reduce the administrative and paperwork burdens associated with the collection of information mandated by Federal regulations. FRA reasons that comments received will advance three objectives: (i) Reduce reporting burdens; (ii) ensure that it organizes information collection requirements in a “user

friendly” format to improve the use of such information; and (iii) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

Below is a brief summary of currently approved information collection activities that FRA will submit for clearance by OMB as required under the PRA:

Title: Notice of Funding Availability and Solicitations of Applications for Grants under the Railroad Rehabilitation and Repair Grant Program.

OMB Control Number: 2130–0580.

Abstract: The Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, 2009 (Pub. L. 110–329; September 30, 2008), established the Railroad Rehabilitation and Repair Program, making Federal funds available directly to States. This Program allowed grants to fund up to 80 percent of the cost of rehabilitation and repairs to Class II and Class III railroad infrastructure damaged by hurricanes, floods, and other natural disasters in areas that are located in counties that have been identified in a Disaster Declaration for Public Assistance by the President under title IV of the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1974. Funding was made available on a reimbursement basis for costs incurred after a major disaster declaration that was made between January 1, 2008 and the date of the publication of the notice of funding availability in the counties covered by such a declaration. Rehabilitation and repairs include rights-of-way, bridges, signals, and other infrastructure which is part of the general railroad system of transportation and primarily used by railroads to move freight traffic.

FRA recently revised this Information Collection Request (ICR) to allow for the submission of additional grants under this program based on the Notice of Funding Availability published by FRA on 10/13/2013 and the emergency clearance request approved by OMB on 11/05/2013. Any grants submitted as part of this previous ICR were due by December 9, 2013. Therefore, this revision no longer includes any burden hours for the application process, as no new applications are being accepted at this time.

Due to the nature of these disaster assistance funds, current economic conditions, and the various States need for immediate assistance to vital freight transportation pathways and the important role these sectors of transportation play in the overall national economy, FRA is requesting OMB to extend this ICR in order to manage the current grants obligated