

### 1. TABLE OF CONTENTS

Identify all parts, sections and attachments of the application.

### 2. APPLICATION SUMMARY

Provide a summary overview of the following:

- The applicant's proposed SBTRC region and city and key elements of the plan of action/strategy to achieve the SBTRC objectives.
- The applicant's relevant organizational experience and capabilities.

### 3. UNDERSTANDING OF THE WORK

Provide a narrative which contains specific project information as follows:

- The applicant will describe its understanding of the OSDBU's SBTRC program mission and the role of the applicant's proposed SBTRC in advancing the program goals.
- The applicant will describe specific outreach needs of transportation-related small businesses in the applicant's region and how the SBTRC will address the identified needs.

### 4. APPROACH AND STRATEGY

- Describe the applicant's plan of action/strategy for conducting the program in terms of the tasks to be performed.
- Describe the specific services or activities to be performed and how these services/activities will be implemented.
- Describe innovative and creative approaches to assist small businesses to become successful transportation contractors and increase their ability to access DOT contracting opportunities and financial assistance programs.
- Estimated direct costs, other than labor, to execute the proposed strategy.

### 5. LINKAGES

- Describe established relationships within the geographic region and demonstrate the ability to coordinate and establish effective networks with DOT grant recipients and local/regional technical assistance agencies.
- Describe the strategy to obtain support and collaboration on SBTRC activities from DOT grantees and recipients, transportation prime contractors and subcontractors, the SBA, U.S. Department of Commerce's Minority Business Development Centers (MBDCs), Service Corps of Retired Executives (SCORE), Procurement Technical Assistance Centers (PTACs), Small Business Development Centers (SBDCs), State DOTs, and State highway supportive services contractors.
- Describe the outreach strategy related to the identified needs that can be successfully carried out within the period of this agreement and a plan for involving the Planning Committee in the execution of that strategy.

### 6. ORGANIZATIONAL CAPABILITY

- Describe recent and relevant past successful performance in addressing the needs of small businesses, particularly with respect to transportation-related small businesses.
- Describe internal technical, financial management, and administrative resources.

- Propose a plan for sufficient matching alternative financial resources to fund the general and administrative costs of the SBTRC.

### 7. STAFF CAPABILITY AND EXPERIENCE

- List proposed key personnel, their salaries and proposed fringe benefit factors.
- Describe the education, qualifications and relevant experience of key personnel. Attach detailed resumes.
- Proposed staffing plan. Describe how personnel are to be organized for the program and how they will be used to accomplish program objectives. Outline staff responsibilities, accountability and a schedule for conducting program tasks.

### 8. COST PROPOSAL

- Outline the total proposed cost of establishing and administering the SBTRC in the applicant's geographical region for a 12 month period, inclusive of costs funded through alternative matching resources. Clearly identify the portion of the costs funded by OSDBU.
- Provide a brief narrative linking the cost proposal to the proposed strategy.

### 9. PROOF OF TAX EXEMPT STATUS

### 10. ASSURANCES SIGNATURE FORM

Complete the attached Standard Form 424B ASSURANCES-NON-CONSTRUCTION PROGRAMS.

### 11. CERTIFICATION SIGNATURE FORMS

Complete form DOTF2307-1 Drug-Free Workplace Act Certification, and Form DOTF2308-1 Certification Regarding Lobbying for Contracts, Grants, Loans, and Cooperative Agreements.

### SIGNED CONFLICT OF INTEREST STATEMENTS

The statements must say that they, or members of their immediate families, do not have a personal, business or financial interest in any DOT-funded transportation projects, nor any relationships with local or state transportation agencies that may have the appearance of a conflict of interest.

### 12. STANDARD FORM 424

Complete Standard Form 424 Application for Federal Assistance. **Note:** All forms can be downloaded from U.S. Department of Transportation Web site at <http://www.dot.gov/gsearch/424%2Bform>.

**PLEASE BE SURE THAT ALL FORMS HAVE BEEN SIGNED BY AN AUTHORIZED OFFICIAL WHO CAN LEGALLY REPRESENT THE ORGANIZATION.**

Issued in Washington, DC, on January 11, 2013.

**Brandon Neal,**

*Director, Office of Small and Disadvantaged Business Utilization, Office of the Secretary, U.S. Department of Transportation.*

[FR Doc. 2013-01290 Filed 1-22-13; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2013-0002-N-2]

### Proposed Agency Information Collection Activities; Comment Request

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

**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 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 March 25, 2013.

**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 25, 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 2130-\_\_\_\_." 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](mailto:Robert.Brogan@dot.gov), or to Ms. Toone at [Kim.Toone@dot.gov](mailto: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 25, 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), Pub. L. No. 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 are brief summaries of the two currently approved information collection activities that FRA will submit for clearance by OMB as required under the PRA:

*Title:* Track Safety Standards.

*OMB Control Number:* 2130-0010.

*Abstract:* Qualified persons inspect track and take action to allow safe passage of trains and ensure compliance with prescribed Track Safety Standards. In August 2009, FRA amended the Track Safety Standards to promote the safety of railroad operations over continuous welded rail (CWR). In particular, FRA promulgated specific requirements for the qualification of persons designated to inspect CWR track, or supervise the installation, adjustment, or maintenance of CWR track. FRA also clarified the procedure associated with the submission of CWR plans to FRA by track owners. The final specified that these plans should add focus on inspecting CWR for pull-apart prone conditions, and on CWR joint installation and maintenance procedures. The final rule also made other changes to the requirements governing CWR.

*Form Number(s):* FRA F 6180.124.

*Affected Public:* Businesses.

*Respondent Universe:* 728 railroads.

*Frequency of Submission:* On occasion.

*Affected Public:* Businesses.

*Reporting Burden:*

CFR Section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
213.14—Excepted Track—Identification	200 railroads	20 orders	15 minutes	5
—Notification to FRA—Removal of Track Segment From Excepted Statutes.	200 railroads	15 notices	10 minutes	3
213.5—Responsibility of Track Owners—Assignment to Another Person—Notice to FRA.	728 railroads	19 notices	8 hours	80
213.7—Designation of Qualified Persons to Supervise Certain Renewals and Inspect Track.	728 railroads	1,500 names	10 minutes	250
—Individuals Designated under paragraphs (a) or (b) of this section who inspect CWR and have completed CWR Training Course.	728 railroads	80,000 trained employees.	90 minutes	120,000
—Employees authorized by Track Owner to prescribe CWR Remedial Actions.	31 railroads	80,000 auth. + 80,000 exams.	70 minutes	93,333
—Designations (Partially Qualified under Paragraph c)	31 railroads	250 names	10 minutes	42
213.17—Waiver Petitions	728 railroads	6 petitions	24 hours	144
213.57—Curves; Elevations & Speed Limits—Requests for higher curving speeds.	728 railroads	2 requests	40 hours	80
—Implementation Notification to FRA	728 railroads	2 notifications	45 minutes	2
—Requests For FRA Approval—Test Plans	1 railroad	2 test plans	16 hours	32
213.110—Gage Restraint Meas. Systems—Implementing GRMS—Notice to FRA and Technical Report.	728 railroads	5 notices + 1 tech. report.	45 minutes + 4 hours.	8
—GRMS Output Reports	728 railroads	50 reports	5 minutes	4
—GRMS Exception Reports	728 railroads	50 reports	5 minutes	4
—Procedures for Maintaining GRMS Data	728 railroads	4 procedures	2 hours	8
—GRMS Training to Qualified Employees	728 railroads	2 tr. programs + 5 sessions.	16 hours	112
—GRMS Inspections—Two Most Recent Records	728 railroads	50 records	2 hours	100
213.118—Continuous Weld Rail (CWR)—Track Owner Plans to FRA.	728 railroads	728 revised plans	4 hours	2,912
—Notice to FRA & to Affected Employees of Plan's Effective Date.	728 railroads	728 notices + 80,000 notices.	15 minutes + 2 minutes.	2,849
—FRA Required Revisions to CWR Plans	728 railroads	20 revisions	2 hours	40
—Further FRA Amendments to CWR Plans—Annual Retraining of CWR Employees.	728 railroads	20 plans	1 hour	20
213.119—Continuous Weld Rail (CWR)—Fracture Reports	239 railroads	12,000 reports	10 minutes	2,000
—Petition to FRA to Conduct Technical Conference on Fracture Report Data.	1 RR Association	1 petition	15 minutes	.25

CFR Section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
—Comprehensive CWR Training Program for Employees Needing Annual Retraining.	239 railroads .....	240 amended programs.	60 minutes .....	240
—Annual Retraining of CWR Employees .....	31 railroads .....	80,000 workers .....	30 minutes .....	40,000
—Records of CWR Installations and CWR Maintenance .....	239 railroads .....	2,000 records .....	10 minutes .....	333
—Records of Rail Joint Inspections .....	239 railroads .....	360,000 rcds .....	2 minutes .....	12,000
—Records of CWR Periodic Inspections .....	239 railroads .....	480,000 rcds .....	1 minute .....	8,000
—CWR Procedures Manual .....	728 railroads .....	239 Manuals .....	10 minutes .....	40
213.233—Track Inspections by Person/Vehicle—Records .....	728 railroads .....	12,500 notations .....	1 minute .....	208
213.241—Track and Rail Inspection Records .....	728 railroads .....	1,542,089 records ..	Varies with Inspection Type.	1,723,941
213.303—Responsibility for Compliance—High Speed Track: Notice to FRA of Assignment of Responsibility.	2 railroads .....	1 notice .....	8 hours .....	8
213.305—Designation of Fully Qualified Individuals .....	2 railroads .....	150 designations ..	10 minutes .....	25
—Designation of Partially Qualified Individuals .....	2 railroads .....	15 designations .....	10 minutes .....	3
213.317—Waiver Petitions .....	2 railroads .....	1 petition .....	80 hours .....	80
213.329—Curves, Elevation, and Higher Speed Limits—Notification to FRA of Passenger/Commuter Equipment Operating at Higher Curving Speeds.	2 railroads .....	3 notifications .....	40 hours .....	120
—Notification to FRA of Service Over More than One Track by Passenger or Commuter Service Operator.	2 railroads .....	3 notifications .....	45 minutes .....	2
213.333—Automated Vehicle Inspection Systems: Track Geometry Measurement System Output Reports.	3 railroads .....	18 reports .....	20 hours .....	360
—Exception Printouts .....	2 railroads .....	13 printouts .....	20 hours .....	260
213.341—Initial Inspection—New Rail and Welds: Mill Inspection—Report.	2 railroads .....	2 reports .....	16 hours .....	32
—Welding Plant Inspection—Report .....	2 railroads .....	2 reports .....	16 hours .....	32
—Inspection of Field Welds—Records .....	2 railroads .....	125 records .....	20 minutes .....	42
213.343—Continuous Weld Rail—History—Records .....	2 railroads .....	150 records .....	10 minutes .....	253
213.345—Vehicle Qualification Testing—Results/Records .....	1 railroad .....	2 reports .....	560 hours .....	1,120
213.347—Automotive or RR Crossing at Grade—Protection Plans.	1 railroad .....	2 plans .....	8 hours .....	16
213.369—Inspection Records .....	2 railroads .....	500 records .....	1 minute .....	8
—Inspection Records of Defects and Remedial Actions	2 railroads .....	50 records .....	5 minutes .....	4

*Total Responses:* 2,813,581.  
*Total Estimated Total Annual Burden:* 1,957,927 hours.  
*Type of Request:* Extension of a Currently Approved Collection.  
*Title:* Passenger Train Emergency Preparedness.  
*OMB Control Number:* 2130-0545.  
*Abstract:* The collection of information is due to the passenger train emergency regulations set forth in 49 CFR parts 223 and 239 which require railroads to meet minimum Federal standards for the preparation, adoption, and implementation of emergency

preparedness plans connected with the operation of passenger trains, including freight railroads hosting operations of rail passenger service. The regulations require luminescent or lighted emergency markings so that passengers and emergency responders can readily determine where the closest and most accessible exit routes are located and how the emergency exit mechanisms are operated. Windows and doors intended for emergency access by responders for extrication of passengers must be marked with retro-reflective material so that emergency responders, particularly

in conditions of poor visibility, can easily distinguish them from the less accessible doors and windows. Records of the inspection, maintenance, and repair of emergency windows and door exits, as well as records of operational efficiency tests, will be used to ensure compliance with the regulations.  
*Form Number(s):* N/A.  
*Affected Public:* Businesses.  
*Respondent Universe:* 25 railroads.  
*Frequency of Submission:* On occasion.  
*Reporting Burden:*

CFR Section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
239.13—Waiver Petitions .....	25 railroads .....	1 petition .....	20 hours .....	20
239.107—Marking of Emergency Window and Door Exits on New Passenger Cars.	25 railroads .....	6,525 labels .....	10 minutes .....	706
—Replacement Markings/Decals on Emergency Window and Door Exits.	25 railroads .....	6,320 decals/1,300 decals .....	5 minutes/10 minutes .....	744
—Records of Inspections	25 railroads .....	1,800 window tests/records + 1,200 door test records.	20 minutes .....	1,000
239.101/201/203—Filing of Emergency Preparedness Plan (EPP).	3 railroads .....	1 EPP .....	158 hours .....	158
—Amendments to Emergency Preparedness Plan.	15 railroads .....	5 amendments .....	8 hours .....	40

CFR Section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
239.101(a)(1)(ii)—Maintenance of Current Emergency Telephone Numbers.	2 railroads .....	2 current lists .....	1 hour .....	2
239.101(a)(3)—Joint Operations by Railroads —Joint Emergency Preparedness Plan (EPP).	5 railroad pairs .....	1 joint plan .....	16 hours .....	16
239.101(a)(5)—Liaison with Emergency Responders—Updated Plans Containing Emergency Responder Liaison Information.	25 railroads .....	25 updated plans .....	40 hours .....	1,000
239.101(a)(7)(ii)—Passenger Safety Information—Plans and Posting of Safety Awareness Messages.	3 new railroads/3 commuter railroads.	1,300 cards/3 plans/3 safety messages/3 plans/3 safety messages.	5 minutes/16 hours/48 hours/8 hours/24 hours.	396
239.105—Debriefing and Critique After Each Passenger Train Emergency Situation or Full Scale Simulation.	25 railroads .....	44 debriefing/critique sessions	27 hours .....	1,188
239.301—Operational (Efficiency) Tests of On-board and Control Center Employees and Records of Tests.	25 railroads .....	25,000 tests/records .....	15 minutes .....	6,250

*Total Responses:* 43,536.

*Total Estimated Annual Burden:* 11,520 hours.

*Type of Request:* 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 January 15, 2013.

**Rebecca Pennington,**

*Chief Financial Officer, Federal Railroad Administration.*

[FR Doc. 2013–01198 Filed 1–22–13; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35709]

#### **Pacific Imperial Railroad, Inc.—Change in Operator Exemption—Rail Line of San Diego and Arizona Eastern Railway Company**

Pacific Imperial Railroad, Inc. (PIR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to change operators from San Diego & Imperial Valley Railroad Company, Inc. (SDIY)<sup>1</sup> to PIR over a 70.01-mile rail

<sup>1</sup> SDIY was authorized to operate the Desert Line in *San Diego & Imperial Valley Railroad*—

line between milepost 59.60 in Division, Cal., and milepost 129.61 in Plaster City, Cal. (Desert Line). The Desert Line is owned by San Diego and Arizona Eastern Railway Company (SD&AE). The change in operators for the line is being accomplished through SDIY's assignment of its authority to operate the Desert Line to PIR, with the consent of SD&AE and its parent, San Diego Metropolitan Transit Development Board. This change in operators is exempt under 49 CFR 1150.31(a)(3).<sup>2</sup>

PIR certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier. However, because its projected annual revenues will exceed \$5 million, PIR certified to the Board that, pursuant to the notice requirements of 49 CFR 1150.32(e), it has provided notice to employees on the affected line and that notice was not served on the national offices of any rail labor union because no employees on the affected line belonged to a rail labor union. Under 49 CFR 1150.32(e), this exemption cannot become effective until March 3, 2013, 60 days after the latest certification that PIR provided the required notice to employees.<sup>3</sup>

*Exemption from 49 U.S.C. 10901 & 11301, FD 30457 (ICC served Aug. 17, 1984).*

<sup>2</sup> To qualify for a change of operators exemption, an applicant must give notice to shippers on the line. See 49 CFR 1150.32(b). In a letter filed January 2, 2013, PIR certified to the Board that, at present, there are no shippers on the Desert Line; therefore, no service of this notice is required on shippers.

<sup>3</sup> PIR supplemented the certification in its verified notice by letters filed on December 27, 2012 and January 2, 2013. On January 9, 2013, PIR clarified that the employees of SDIY are not

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than February 22, 2013 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35709, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001. In addition, one copy of each pleading must be served on Thomas F. McFarland, Thomas F. McFarland, P.C., 208 South LaSalle Street, Suite 1890, Chicago, IL 60604–1112.

Board decisions and notices are available on our Web site at [www.stb.dot.gov](http://www.stb.dot.gov).

Decided: January 17, 2013.

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

**Jeffrey Herzig,**  
*Clearance Clerk.*

[FR Doc. 2013–01306 Filed 1–22–13; 8:45 am]

**BILLING CODE 4915–01–P**

members of a union; thus, union notification was not required.