

more than 15 miles per hour; and over track of a railroad—(A) for more than 30 miles in one direction; or (B) on a round trip for more than 60 miles; (3) The cars are not freely interchanged among railroads; (4) The words “Dedicated Service” are stenciled, or otherwise displayed, in clear legible letters on each side of the car body; and (5) The cars have been examined and found safe to operate in dedicated service. These cars must be identified in a written report to FRA before they are assigned to dedicated service, and these reports must be filed with FRA 30 days before the cars operate in dedicated service. FRA uses the information collected under § 215.5(d) to determine the number of railroads affected, the number and type of cars involved, the commodities being carried, and the territorial and speed limits within which the cars will be operated. FRA reviews these reports to determine if the equipment is safe to operate and if the operation qualifies for dedicated service. The information collected indicates to FRA inspectors that the particular or “dedicated” car is in special service and that certain exceptions have been provided for regarding the application of this regulation spelled out in § 215.3. Cars not in compliance with § 215.5(d) will be cited for violations by FRA inspectors. The information collected is also used by railroads to provide identification and control so that dedicated cars remain in the prescribed service.

Annual Estimated Burden: 4 hours.

Title: Special Notice for Repairs.

OMB Control Number: 2130–0504.

Type of Request: Extension with change of a currently approved collection.

Affected Public: Railroads.

Form(s): FRA F 6180.8; FRA F 6180.8a.

Abstract: The Special Notice for Repairs is issued to notify the carrier in writing of an unsafe condition involving a locomotive, car, or track. The carrier must return the form after repairs have been made. The collection of information is used by State and Federal inspectors to remove freight car or locomotives until they can be restored to a serviceable condition. It is also used by State and Federal inspectors to reduce the maximum authorized speed on a section of track until repairs can be made.

Annual Estimated Burden: 20 hours.

Title: Remotely Controlled Switch Operations.

OMB Control Number: 2130–0516.

Type of Request: Extension with change of a currently approved collection.

Affected Public: Railroads.

Form(s): N/A.

Abstract: Title 49, § 218.30 of the Code of Federal Regulations (CFR), ensures that remotely controlled switches are lined to protect workers who are vulnerable to being struck by moving cars as they inspect or service equipment on a particular track or, alternatively, occupy camp cars. FRA believes that production of notification requests promotes safety by minimizing mental lapses of workers who are simultaneously handling several tasks. Sections 218.30 and 218.67 require the operator of remotely controlled switches to maintain a record of each notification requesting blue signal protection for 15 days. Operators of remotely controlled switches use the information as a record documenting blue signal protection of workers or camp cars. This record also serves as a valuable resource for railroad supervisors and FRA inspectors monitoring regulatory compliance.

Annual Estimated Burden: 60,010 hours.

Title: Bad Order and Home Shop Card.

OMB Control Number: 2130–0519.

Type of Request: Extension without change of a currently approved collection.

Affected Public: Railroads.

Form(s): N/A.

Abstract: Under 49 CFR Part 215, each railroad is required to inspect freight cars placed in service and take the necessary remedial action when defects are identified. Part 215 defects are specific in nature and relate to items that have or could have caused accidents or incidents. Section 215.9 sets forth specific procedures that railroads must follow when it is necessary to move defective cars for repair purposes. For example, railroads must affix a “bad order” tag describing each defect to each side of the freight car. It is imperative that a defective freight car be tagged “bad order” so that it may be readily identified and moved to another location for repair purposes only. At the repair point, the “bad order” tag serves as a repair record. Railroads must retain each tag for 90 days to verify that proper repairs were made at the designated location. FRA and State inspectors review all pertinent records to determine whether defective cars presenting an immediate hazard are being moved in transportation.

Annual Estimated Burden: 15,750 hours.

Addressee: Send comments regarding these information collections to the

Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street NW., Washington, DC 20503, Attention: FRA Desk Officer.

Comments are invited on the following: Whether the proposed collections of information are necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department’s estimates of the burden of the proposed information collections; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collections of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC on May 29, 2013.

Rebecca Pennington,

Chief Financial Officer, Federal Railroad Administration.

[FR Doc. 2013–13159 Filed 6–3–13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Second Allocation of Public Transportation Emergency Relief Funds in Response to Hurricane Sandy: Response, Recovery & Resiliency; Correction

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice; correction.

SUMMARY: On May 29, 2013, the Federal Transit Administration (FTA) published a notice in the **Federal Register** announcing the allocation of \$3.7 billion under the Public Transportation Emergency Relief Program to the four FTA recipients most severely affected by Hurricane Sandy. This amount was in addition to the initial \$2 billion allocation announced in the March 29, 2013 **Federal Register** notice. This notice corrects the May 29 notice.

FOR FURTHER INFORMATION CONTACT: Contact the appropriate FTA Regional Office found at <http://www.fta.dot.gov> for application-specific information and other assistance needed in preparing a TEAM grant application. For program-specific questions, please contact Adam Schildge, Office of Program

Management, phone (202) 366-0778, or email, *Adam.Schildge@dot.gov*. For legal questions, contact Bonnie Graves, Office of Chief Counsel, phone (202) 366-4011, or email *Bonnie.Graves@dot.gov*. For questions about direct transfers to other modes within Department of Transportation, please contact Vinn White, Office of Policy, Office of the Secretary, phone (202) 366-9044, or email *Vinn.White@dot.gov*; or Eric Beightel, Office of Policy, Office of the Secretary,

phone (202) 366-8154, or email *Eric.Beightel@dot.gov*.

**SUPPLEMENTARY INFORMATION:
Need for Correction**

The FTA notice published in the **Federal Register** on May 29, 2013 (78 FR 32296), FR Doc. 2013-12766, contained errors. In the **FOR FURTHER INFORMATION CONTACT** section of the notice, the first name of one of the contact persons is incorrect. Also, the

table included in the notice provided incorrect discretionary funding IDs for the New York Metropolitan Transportation Authority and the New York City Department of Transportation.

Therefore, FR Doc. 2013-12766 is corrected as follows:

1. On page 32296, in the 3rd column, the **FOR FURTHER INFORMATION CONTACT** section is corrected to read as shown above

2. On page 32302, the table is revised to read as follows:

FEDERAL TRANSIT ADMINISTRATION

State(s)	Agency	Discretionary funding ID	Previous allocation	Additional recovery and restoration	Resiliency	Total allocations
FTA Section 5324 Emergency Relief Program Allocations for Hurricane Sandy, by Agency*						
NY	New York Metropolitan Transportation Authority.	D2013-SAND-022 (recov.); D2013-SAND-023 (resil.).	\$1,194,309,560	\$1,702,462,214	\$897,848,194	\$3,794,619,968
NY	New York City Department of Transportation.	D2013-SAND-024 (recov.); D2013-SAND-025 (resil.).	33,918,813	2,834,128	8,561,124	45,314,065
NY, NJ	Port Authority of New York and New Jersey.	D2013-SAND-018 (recov.); D2013-SAND-019 (resil.).	489,120,634	583,904,018	287,391,637	1,360,416,289
NJ	New Jersey Transit Corporation.	D2013-SAND-020 (recov.); D2013-SAND-021 (resil.).	231,191,117	110,799,640	106,199,045	448,189,802
Mult	Other affected agencies.	.....	2,456,379	.....	.....	2,456,379
Mult	Reserved for future allocation.	.....	28,048,497	.....	.....	28,048,497
	Grand Total .....	.....	1,979,045,000	2,400,000,000	1,300,000,000	5,679,045,000

* Allocation amounts reflect reductions due to sequestration.

Issued on: May 30, 2013.
Peter Rogoff,
Administrator.
[FR Doc. 2013-13212 Filed 6-3-13; 8:45 am]
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**DEPARTMENT OF TRANSPORTATION
Surface Transportation Board**

[Docket No. AB 33 (Sub-No. 292X)]

**Union Pacific Railroad Company—
Abandonment Exemption—in Wright
County, Iowa**

Union Pacific Railroad Company (UP) has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon a 0.5-mile line of railroad on its Thornton Industrial Lead from milepost 29.52 to milepost 30.02 near Belmond, in Wright County, Iowa (the Line). The Line traverses United States Postal Service Zip Code 50421.

UP has certified that: (1) No local traffic has moved over the Line for at least two years; (2) there is no overhead traffic on the Line; (3) no formal complaint filed by a user of rail service on the Line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this

condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on July 4, 2013, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² Each OFA must be accompanied by the filing fee, which is currently set at \$1,600. See 49 CFR 1002.2(f)(25).