

receiving the requested six-month emergency approval by OMB, OST will follow the normal, 6 month PRA procedures to obtain extended approval for this proposed information collection. This collection involves the National Infrastructure Investments Grant Program or "TIGER II Discretionary Grants" pursuant to Title I of the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act for 2010 (Div. A of the Consolidated Appropriations Act, 2010 (Pub. L. 111-117, Dec. 16, 2009)) ("FY 2010 Appropriations Act"). Title I established a new program for OST to provide Supplemental Discretionary Grants for National Infrastructure Investments. OST is referring to these grants as TIGER II Discretionary Grants which include promoting economic recovery and supporting projects that have a significant impact on the Nation, Metropolitan area or a region.

The information to be collected is necessary in order to receive and evaluate applications for grant funds pursuant to the FY 2010 Appropriations Act.

The announcement of grant awards may not be made before September 15, 2010, and OST anticipates awarding grants as soon as possible thereafter. Information related to this ICR, including applicable supporting documentation may be obtained by contacting Robert Mariner, Office of the Assistant Secretary for Transportation Policy, at (202) 366-8914 or Robert.Mariner@dot.gov.

DATES: Comments should be submitted as soon as possible upon publication of this notice in the **Federal Register**. Comments and questions should be directed to the Office of Information and Regulatory Affairs (OIRA), Attn: OST OMB Desk Officer, 725 17th Street, NW., Washington, DC 20503. Comments and questions about the ICR identified below may be transmitted electronically to OIRA at oira_submissions@omb.eop.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2105-New.
Title: National Infrastructure Investments.

Form Numbers: None.

Type of Review: Emergency information collection request.

Expected Number of Respondents: 1,500.

Frequency: One time collection.

Estimated Average Burden per Response: 100 hours.

Estimated Total Annual Burden: 150,000 hours.

Abstract: On December 16, 2009, the President of the United States signed the

Transportation, Housing and Urban Development, and Related Agencies Appropriations Act for 2010 (Div. A of the Consolidated Appropriations Act, 2010 (Pub. L. 111-117, Dec. 16, 2009)) ("FY 2010 Appropriations Act") which appropriated \$600 million to be awarded for National Infrastructure Investments or "TIGER II Discretionary Grants." Funds for the TIGER II Discretionary Grant Program are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, Metropolitan area or a region.

On April 26, 2010, the Department published an interim notice announcing the availability of funding for TIGER II Discretionary Grants, project selection criteria, pre-application requirements, application requirements and the deadline for submitting pre-applications is no later than July 16, 2010, and final applications no later than August 23, 2010. OST will begin accepting grant applications on July 30, 2010 through Grants.gov upon approval from OMB.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1:48.

Roy Kienitz,

Under Secretary for Transportation Policy.

[FR Doc. 2010-12513 Filed 5-24-10; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2010-0143]

Motor Carrier Safety Advisory Committee Public Meeting

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of Motor Carrier Safety Advisory Committee meeting.

SUMMARY: FMCSA announces that its Motor Carrier Safety Advisory Committee (MCSAC) will hold a three-day committee meeting concerning distracted driving by commercial motor vehicle (CMV) operators, from June 8 through June 10, 2010. This meeting is open to the public.

DATES: Meeting dates: The meeting will be held on the following dates: Tuesday, June 8, from 8:30 a.m. to 5 p.m.; Wednesday, June 9, from 8:30 a.m. to 4:30 p.m.; and Thursday, June 10, 2010, from 8:30 a.m. to 3:30 p.m., Eastern Standard Time.

Location: Hilton Alexandria Old Town, Washington and Jefferson Rooms, 2nd Floor, 1767 King Street, Alexandria,

VA 22314 (located across the street from the King Street Metrorail Station).

Subject: FMCSA will request that MCSAC provide information, concepts, and ideas on ways to prevent distracted driving by commercial motor vehicle operators, with a particular emphasis on in-cab technologies and activities. This task will assist FMCSA in identifying options for addressing driver distraction associated with certain in-cab technologies. This activity is separate from FMCSA's current rulemaking concerning texting and the Agency's forthcoming rulemaking concerning the use of wireless telephones. In addition, FMCSA will seek information, and ideas for consideration in updating the Agency's Strategic Plan.

FOR FURTHER INFORMATION CONTACT: Ms. Shannon L. Watson, Senior Management Analyst, Strategic Planning and Program Evaluation Division, Office of Policy Plans and Regulation, Federal Motor Carrier Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590, (202) 385-2395, or e-mail mcsac@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

Section 4144 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59, 119 Stat. 1144, August 10, 2005) required the Secretary of Transportation to establish a Motor Carrier Safety Advisory Committee. The committee provides advice and recommendations to the FMCSA Administrator on motor carrier safety programs and regulations and operates in accordance with the Federal Advisory Committee Act (5 U.S.C. App 2).

II. Meeting Participation

Comments from the public will be heard orally during the last hour of each day's meeting. To be assured of timely consideration, interested parties may submit written comments on the subject topic by Wednesday, June 2, 2010, to the Federal Docket Management System (FDMS) in Docket Number FMCSA-2010-0143 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Fax:* 202-493-2251.

- *Mail:* Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building, Room W12-140, Washington, DC 20590.

- *Hand Delivery:* U.S. Department of Transportation, 1200 New Jersey

Avenue, SE., Room W12-140, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Issued on: May 19, 2010.

Larry W. Minor,

Associate Administrator for Policy and Program Development.

[FR Doc. 2010-12616 Filed 5-24-10; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Safety Advisory 2010-01

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Safety Advisory; Safety Appliance Securement, Potential Failure of Welded and/or Notched Vertical Hand Brake Supports on FTTX Flatcars.

SUMMARY: FRA is issuing Safety Advisory 2010-01 in order to provide guidance to interested parties concerning the inspection and repair of FTTX series flatcars that have welded vertical hand brake supports that have been modified to accommodate a 10-inch wide hand brake step. FRA's Office of Railroad Safety Motive Power and Equipment (MP&E) Division has been notified that approximately 1,851 FTTX series flatcars that are owned by TTX Company (TTX) may have a notch cut into the vertical hand brake supports, which compromises the safety of the hand brake support angles.

FOR FURTHER INFORMATION CONTACT: Tom Blankenship, Mechanical Engineer, MP&E Division (RRS-14); FRA Office of Safety Assurance and Compliance, 1200 New Jersey Avenue, SE., Washington, DC 20590, telephone: (202) 493-6446.

SUPPLEMENTARY INFORMATION: On May 29, 2008, at approximately 10:17 a.m. (CST), a railroad employee was riding a cut of four cars while attempting to set the hand brake on Flatcar GVSR 209000. During this task, the hand brake support angles, which had been previously welded, suddenly broke; this may have contributed to the employee falling under the rolling equipment, resulting in a fatality. Preliminary details of this incident indicate that the welded vertical hand brake support angles had an "old break" condition that allowed the remaining weld to fail when force was applied to the hand brake. Field investigation of the failed vertical hand brake support indicated that the hand brake and/or brackets were improperly applied or not mechanically fastened to

the car. See Title 49 Code of Federal Regulations (CFR) Sections 231.1(a)(4)(iii) and 231.27(a)(4)(iii), and Safety Appliance Defect Code 231.110.B3, requiring hand brake housing to be securely fastened to a car. As a result of this fatality, FRA issued Safety Advisory 2008-02 stating that additional flatcars may have vertical hand brake supports that could be subject to a similar type of failure.

Recognizing the need to ensure safety, FRA recommended that railroads and car owners operating flatcars that have a vertical hand brake support that is welded to the carbody carefully inspect the cars to determine the adequacy of any welded securement. Further, any car found with a defective condition should be immediately handled for repair in accordance with 49 U.S.C. 20303, and repaired in accordance with accepted industry practice or by using approved fasteners as outlined in 49 CFR 231.1(a)(4)(iii). Welding, where present, must be done in accordance with industry practice, as specified in American Welding Society (AWS) Standards D1 and D15.

Regional FRA inspectors have recently observed flatcars in TTX ownership with FTTX reporting marks, which may also pose a significant safety risk on account of notched vertical handbrake supports. The vertical handbrake supports appear to have been "notched" in order to apply a nonstandard 10-inch brake step in place of the 8-inch brake step that was originally designed for the cars. Cars tentatively identified that may have the nonstandard 10-inch brake step include, but are not limited to, the following car series:

Known cars	Possible series involved
FTTX 961917	961370-961917
FTTX 971554	971049-971613
FTTX 972703, 972762, 972235	972047-972946
FTTX 940540	940182-940872
FTTX 963325	963325

FRA has contacted the Association of American Railroads (AAR) and the car owner, TTX, to alert AAR and its member railroads of the potential safety risk these cars may pose in service. TTX and AAR have issued an Early Warning (EW-5240) in accordance with AAR Rule 125, which includes inspection instructions, temporary repair of affected cars, and the recommended disposition of subject cars.

Recommended Action: Due to the application of nonstandard 10-inch wide brake steps, the strength of the vertical hand brake stanchions may have been compromised on the above-noted FTTX flatcars. As with the GVSR flatcar, there is a potential for cracked vertical stanchions. FRA recommends and has requested that TTX furnish FRA with the following information for the FTTX cars involved:

1. The number of cars in TTX ownership (to include the reporting marks with number series) that may have a welded vertical handbrake support;
 2. The location of each car that is in service or storage;
 3. Each car that has been designated for scrapping, identified by car number and storage location;
 4. A full description, calculations, and drawings/sketches for the proposed "temporary fix";
 5. Any cars that have a "notched stanchion," and any cars with improperly applied hand brakes, must be handled in accordance with 49 U.S.C. 20303. Repairs to subject cars must be performed in accordance with accepted industry practice or by using approved fasteners, as outlined in 49 CFR 231.27(a)(4)(iii). Welding, where present, must be performed to an acceptable manufacturing welding industry standard (AWS) within a certified weld facility that typically makes weld repairs to freight cars; and
 6. A concise "action plan" that includes the following:
 - a. Schedule of car inspections covering those TTX cars potentially at risk;
 - b. Description of car disposition (scrap, temporary repair, or permanent repair);
 - c. Schedule of when all cars will have permanent repairs completed. Schedule to include number of cars that will be repaired on a monthly basis, and projected versus actual cars repaired;
 - d. List of all cars that have or will have a welded repair. The list should include the name of the AWS-qualified shop that will make the repair for each car; and
 - e. A final proposed permanent repair with attached drawings and procedures.
- At this time, FRA further recommends that AAR and TTX continue to inspect and repair all of the above-noted series flatcars, and immediately handle for repair those cars found with defective fastening conditions in accordance with EW-5240 via the following steps:
1. *Empty Cars.* Conduct a visual inspection of the vertical hand brake supports for cracks or evidence of a